CYCLE NEWS®

September 21, 1988 : Number 37

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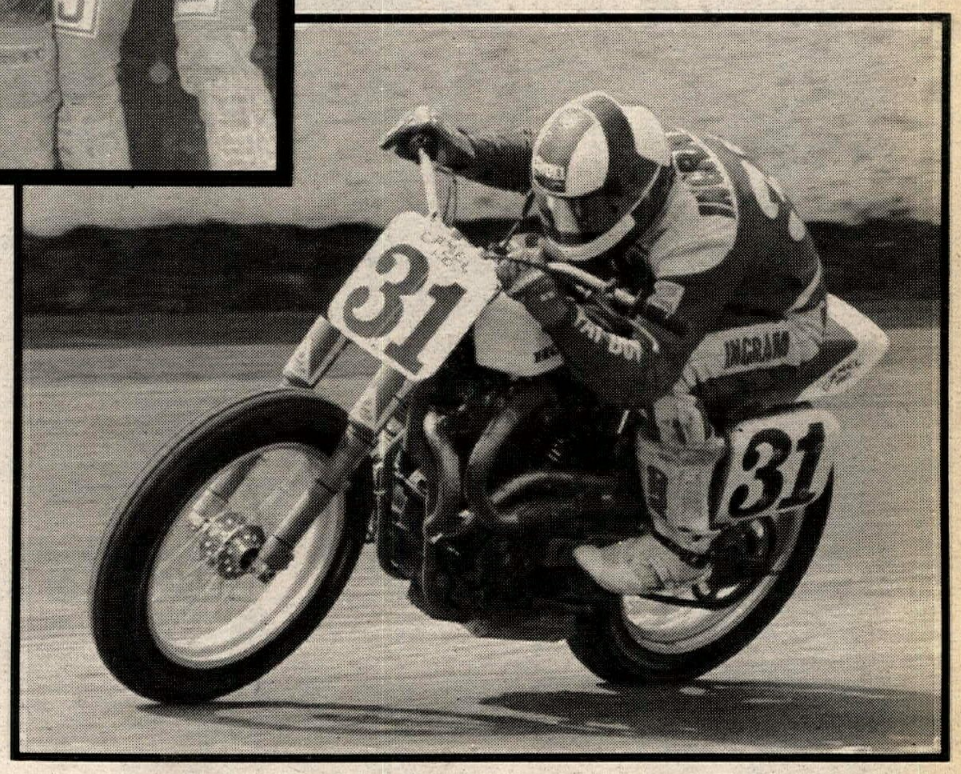
Danes dominate!

U.S. second in World Team Championship at Long Beach



Dan Ingram wins first-ever National at Syracuse Mile; Shobert gets disqualified

America's weekly motorcycle newspaper

TIME DATED MATERIAL MAILED SEPTEMBER 13, 1988

In the WIND

BY PAPA WEALEY

American's Ron Lechien (Kaw), Rick Johnson (Hon) and Jeff Ward (Kaw) tallied a perfect low score of four points to win the Motocross des Nations in Villars Sous Ecot, France, on September 11. France's Jacky Vimond (Yam), Yannig Kervella (Hon) and Jean Michel Bayle (Hon) scored 12 points to finish second with Finland's Mika Kouki (Yam), Pekka Vekhonen (Cag) and Kurt Lunjqvist (Yam) third. The victory was the eighth straight in world team competition for an American motocross team.

Host team France wrapped up the World Trophy team win during the International Six Days Enduro (ISDE) in Mende, France, on September 10, narrowly topping Italy, 473.20 to 485.96. Czechoslovakia finished third with a score of 1367.45 while the United States finished a disappointing ninth with 6581.01. In Junior World competition, Italy topped Finland and West Germany to take the win. The U.S. finished 11th in the Junior World competition. The overall individual winner in Mende was Frenchman Stephane Peterhansel (Yam).

Dunlop will be the official title sponsor of the 1989 U.S. Grand Prix round of the World Championship Road Race Series, to be held at Monterey, California's Laguna Seca Raceway on Sunday, April 16. In an agreement reached between Dunlop, the Sports Car Racing Association of Monterey Peninsula (SCRAMP), and People and Properties, Inc., Dunlop will be the exclusive tire manufacturer associated with the GP. According to the terms of the agreement, Dunlop will have trackside signage at Laguna Seca on the day of the event, and all track marshalls and corner workers will be attired in Dunlop Motorsports shirts and caps. Dunlop will also be identified as the title sponsor on all official event merchandise. In addition, Dunlop will be featured in advertisements on NBC's network TV coverage of the 500cc GP.

Belgium's 500cc Motocross World Champion Eric Geboers had to watch his team from the sidelines at the Motocross des Nations in France on September 11 because of a knee injury he suffered in the final round of the championship in Luxembourg. "I crashed and some riders hit me and I twisted the knee," Geboers said. "I just have to wait for it to heal."

Team Lockhart's Dale Quarterley and Doug Brauneck (Suz) won the AMA/CCS Endurance Road Race at Talladega, Alabama's Alabama International Motor Speedway on September 11. Lockhart topped High-Tech Racing (Suz) and Team Targa (Kaw) to win the three-hour race. Roswell Honda Racing's (Hon) Cam Roos and Mike Smith won the GTU portion of the race, wrapping up the 1988 GTU championship in the process.

Delaware's Middleford Speedway has been purchased for an undisclosed amount by the Delaware Motor Sport Association Inc. The track hosted AMA-sanctioned short track races in the past, and has expanded to offer MX and dirt drag events. According to the new owners, hare scrambles events will also take place at the 98-acre facility in the near future.

Australian motocrosser Jeff Leisk says he doesn't plan to return to the U.S. to race next year, unless there is a 500cc U.S. GP. Although he has no definite ride for the Grands Prix in 1989, he has several options. "Europe is probably where I'll finish my racing career," Leisk said at the Motocross des Nations in France. "I enjoyed my time in the U.S.; the people were great."

The U.S. Commerce Department, acting on a "anti-dumping" petition filed last February by American ATV manufacturer Polaris, found that Japanese ATV manufacturers are selling ATVs in the U.S. at less than fair value. The Commerce Department says Kawasaki tops the list by allegedly selling its ATVs at 35.4% below the price in Japan. Yamaha is next at 6.75%, Honda follows at 5.11% below fair value, and then comes Suzuki at 4%.

Dave Roper won both the 500cc Premier and 750cc GP classes at the Steamboat Springs, Colorado, round of the AHRMA Historic Cup Championship. Roper's wins earned him the 1988 Historic Cup Championship.

Yoshimura Research and Development of America has announced that 16-year-old road racer Tommy Lynch will join its team for 1989. Lynch signed a three-year contract with the team. The Bakersfield, California, resident received his AMA Professional license on June 1.

Rueben McMurter (Hon) clinched the RACE Canadian National Superbike Championship by one point over Gary Goodfellow (Hon), 53 to 52, at the last round of the road race series at Ontario's Shannonville Motorsport Park on September 3-4. McMurter crashed on the second lap of the race and had his transmission stick in third gear, but still remounted to finish eighth, claiming three points. The race was won by Miguel DuHamel (Kaw) and Goodfellow finished third. Jon Cornwell (Rtx) clinched the Formula Two title in a race that was won by visiting Italian Stefano Carrachi (Hon).

Dave Schultz (Kaw) won the Pro Stock class at the NHRA U.S. Nationals in Indianapolis, Indiana, on September 5. Schultz defeated Russ Olmstead with an 8.07 second run at 162.13 mph. Olmstead's losing numbers were 8.47/155.09.

James Domay (Suz) won the Heavyweight class of the Formula USA road race held at Willow Springs International Speedway in Rosamond, California, on September 11. Richard Moore (Yam) finished second in the Heavyweight class and then second in the Lightweight class on the same Yamaha TZ250. The Lightweight class was won by Andy Leisner (Apr).

The Gary Semics Motocross School has a new address and phone number: #6 Danforth, Laguna Niguel, California, 92677, 714/495-0806.

Factory Harley Davidson rider Chris Carr on winning the 600 National Championship at the rain-canceled Indianapolis event on August 27: "It's a hell of a way to sew it up, but it was a good season. It's good to put the 600 National Championship, in its inaugural year, on my resume. That's something I know will be in the record books for all the years to come and I'll be at the top of the list. If things go well, and I can continue to race the 600 series, I'll add my name to it a few more times along the way." Carr clinched the title at Indy because there were not enough remaining events to allow his point lead to be topped.

Scott Parker's tuner Bill Werner speaking on being in a tight Grand National Championship title chase: "Personally, I prefer the runaway because it's less taxing on you mentally. So from a selfish viewpoint, being in a runaway is just more comfortable." Parker, the factory Harley-Davidson pilot, narrowly leads the standings with 208 points.

Bubba Shobert's tuner Skip Eaken on being in a tight GNC points chase: "I actually like it better. There's really less pressure like this than if we had a big lead. When you have a big lead, the only thing that can happen is something going wrong." Honda's Shobert trails Parker in the standings with 192 points.

Dan Mahoney, 37, whose photos from dirt track events have graced these pages for many years, is recuperating at home from a heart attack he suffered in late August. Cards and letters can be sent to: P.O. Box 1047, Reseda, CA 91335.

We goofed! A Wind item in last week's paper had Newman, California's Hills Ferry Raceway starting night MX races on September 7. That was wrong! The night events will start on September 17.

Silver Eagle Racing has been named West Coast race tire distributor for Yokohama racing tires by Kayo Corporation. Silver Eagle's Chuck Smillie and Kayo rep David Graham will be on hand at the September 17-18 WERA 24 Hours West at Willow Springs Raceway in Rosamond, California.

Has he or hasn't he? Two weeks ago we ran an item in this section that said Rick Johnson had signed a three-year contract with Honda. Our source? Rick Johnson. The multi-time National Champion also told other people the same thing, but now American Honda says Johnson *hasn't* signed a new contract with them. Johnson is in Europe, but as soon as he gets back Papa will ask him what's going on.

Paul Bray (Hon), David Sadowski (Suz) and Scott Russell emerged from Suzuki Cup road race action in Talladega, Alabama, on September 11 with wins in their respective classes. Bray topped John Ashmead (Hon) in the Middleweight Supersport class while Sadowski beat Jamie James (Suz) and Russell held off Mike Harth (Suz).

A.J. Whiting, Jeff Mabery and Ron Turner were the big winners in the opening round of the 1988 Dodge Trucks CMC Trans Cal Motocross Series at Glen Helen OHV Park. Whiting (Hon) topped Ty Davis (Suz) and Mike Kiedrowski (Kaw) in the 125cc Pro class and then finished his day by taking the 250cc Pro win ahead of Larry Brooks (Kaw) and Mike Pascarella (Suz). Mabery (Yam) scored his victory in the 500cc Pro class with Greg Zitterkopf (ATK) second and Craig Davis (Yam) third. Turner's (Hon) win came in the Vet Pro class as he swept both motos, ahead of Rex Staten (Kaw) and Mike Tripes (Kaw).

Randy Mamola (left) presented his friend and newly-crowned 500cc World Champion Eddie Lawson (right) with a 1988 Ducati Paso 750 on September 8 at Pro Italia Motors in Glendale, California. Following the presentation, Mamola and Lawson went water-skiing.

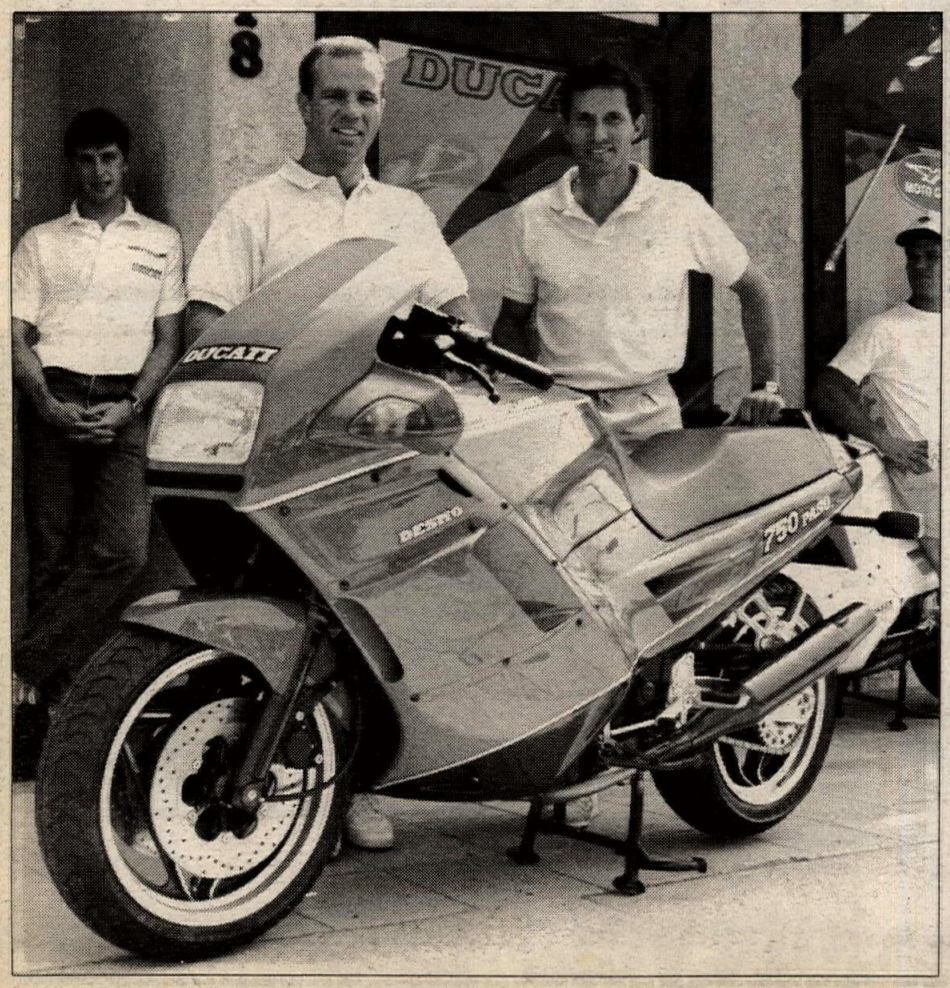


PHOTO BY WILLIAM EDGAR

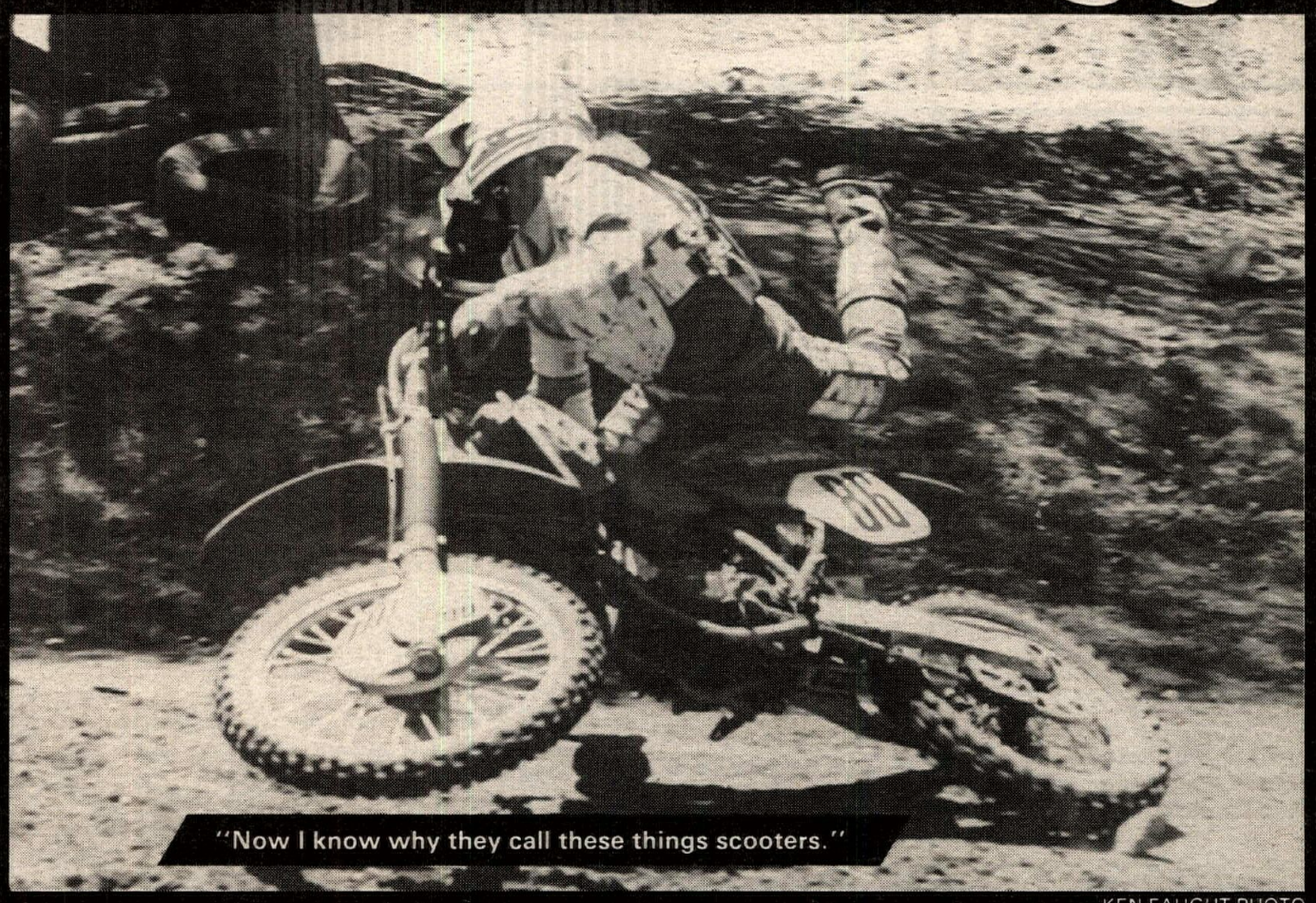
CYCLE dreams

That we all went out last Sunday morning, girls and boys in equivalent count.

The journalist Margaret Fowler was giving a ride — for the motorcycling community to meet and show support for its women members. Well all right! And when the bikes assembled that foggy daybreak there were women and men from all around. From all over the state. And states! On superbikes and cruisers, vintages and side hacks, luxos, two-strokes, dual-purposes and one-offs. Talk about your Cross-Section! And all in their leathers and jeans, jumpsuits and — those smiles! Ready to ride! Together! I joined the group and rode away with it, over the superslab and up the coast, past the lakes and into the foothills. When the sun broke through we were a bouquet of colors. One of us had roses painted on a helmet. And wore pins from a hundred rallies as she drove her own big Wing. There was a woman from Hawaii, an emigre from Russia, a veteran from the midwest. People with immaculate showbikes and dingy rats, custom leather saddles and duct-taped marvels. And as we rode the roads in formation I felt the magnetic forces of man and woman universal. And I dreamed that someday this union we were celebrating would be complete. And that there would be a woman World Champion. And Edith Lawson! Hannah Hurricane! "Why the hell not?!" said petite Alex, gripping the bars of her spotless trick Beemer, "You have to have an ATTITUDE." And she is absolutely right. An attitude to achieve, to enjoy, to do motorcycling — anything! — as well or better than anyone else, without allowing SEX to draw a penalty line. We rode on! And on! Lee aboard her Honda dusting me through the twisties, showing the hindside of her rainbow-hued leathers. It was both painful and exhilarating and, yes, the way of things to be. And when Margaret's Ride — Our Ride — was over, there remained that eversweet mix of Happy and Sad that's married to good times. I waved my farewell and stopped for something to eat — in all the day's whirlwind I'd forgotten about food. And there, alone, I looked beyond the surface theater of our ride and glimpsed the soul of it. And it was of Man, and of Woman. Equal. Inseparable.

William Edgar

Over the edge



"Now I know why they call these things scooters."

KEN FAUGHT PHOTO

Copyright Page 3 Productions. From an idea by Carol Sims

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ON THE FRONT PAGE: (Top) The Danes dominated, while the Americans placed second in Long Beach Speedway racing. Photo by Scott Daloisio. (Bottom) Dan Ingram won his first Grand National Championship event at the Syracuse Mile in New York. Photo by Ty van Hooydonk.

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National Headquarters
2201 Cherry Ave., Long Beach, CA 90806, P.O. Box 498, Long Beach, CA 90801-0498
(213) 427-7433; 213/636-8844.
FAX (213) 427-6685

Eastern Office
4190 First Ave., Tucker, GA, 30084; mailing address P.O. Box 805, Tucker, GA 30085-0805. (404) 934-7850.
FAX (404) 934-3112

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voices

On the road to recovery

On May 28 I was seriously injured in a freak practice crash. I suffered six broken vertebrae, and although there was no paralysis I have a long rehabilitation program ahead of me and am now on the road to recovery.

I would like to take this opportunity to thank the many people who sent flowers and cards and phoned from around the globe.

I would like to personally thank the following people for going above and beyond the call of friendship: Bob Rathkamp and Jackie Mitchell of AXO Sport, Drew Lein of 100% Products, the entire staffs of Dirt Rider and Super MX magazines, Bob and Bill Simons, and Marci Murray. It is these people and the many others who made me realize that I've been involved almost my entire life in a sport that is the greatest on earth.

WILLY SIMONS
Simi Valley, CA

Rolling Thunder Show

I was in awe when the Harley truck pulled into town. They were on their way to what was the fastest mile until DuQuoin took that honor.

I'd just like to say thanks to everyone involved with the Rolling Thunder Show. It's really hard to beat the sound of the bikes on the starting line waiting for the light. You just couldn't ask for a better way to spend your weekend. Racing at its best!

SUSAN BENNETT
Cisco, IL

We're blushing

I wanted to drop you a note to commend you on your excellent coverage of the motocross Grands Prix this year.

While the monthly magazines in the U.S. continue to neglect their obligation to cover the most important motocross series, *Cycle News* has continued to provide timely, thorough and accurate coverage from Europe.

The addition of your "preview" issues this year was a tremendous idea; I can honestly say that reading the Unadilla preview on the way to New York added greatly to an already enjoyable motocross weekend.

At the beginning of the year I was searching for a way to subscribe to Moto Revue (a French magazine) in order to stay up to date on Europe; with your reporting that obviously won't be necessary.

Keep up the good work!

KEVIN CONNOR
Columbus, OH

I've been searchin'

Help! Do you have a phone number/map for Mike's Sky Ranch?

M. HANSON
Mira Loma, CA

Mike's Sky Rancho is off the beaten track in northeast Baja, Mexico, approximately 20 miles south of Highway 3. If you're headed to Mike's from Ensenada, the road to the rancho is approximately 10 miles east of Valle de Trinidad. If you're headed west from Highway 5 you'll find the road approximately 40 miles west of the Highway 3/Highway 5 junction. Information can be obtained by writing: Mike's Sky Rancho, P.O. Box 5376, San Ysidro, CA 92073 or by calling 213/560-2119 . . . Editor.

Femme thanks

On behalf of all the girls who participated in the 2nd Annual Women's Championship Series, I would like to thank the following sponsors who made this special event possible: Answer Products, JT Racing, O'Neal, Hi-Point, White Bros., Race Tech, Dico Trailers, Roko Sport, Torco, Suzuki Country Racing, DMC (Dave Miller Concepts), and Pro Circuit Racing.

Support from all of these fine sponsors is what made this event a big success.

TAMI RICE
Women's Motocross Assoc.
Riverside, CA

Guarantee it'll be better

As a longtime member of the WMRRA, I would like to respond to the letter by Anderson Racing (Voices, July 27 issue) regarding their disappointment with treatment received at our six-hour endurance race. To begin with, let me say that as another of the competitors in that race, I cannot completely disagree that the organization/execution was very poor. However, rather than say, "I didn't have anything to do with it," I must accept some of the blame as I chose the path of too many others and decided to just kick back and be a racer, rather than help out on race day. Let me make one thing clear, however: WERA had nothing to do with the running of the race weekend; they only agreed to accept the results towards their West Coast Championship Series.

On more specific notes: Anderson Racing paid $75 rather than $50 for practice because they chose to use two bikes. I'm sorry if you felt you were charged unfairly, but I think a monetary loss in excess of $3000 for the weekend is about all our club cares to stand. As for unlicensed riders competing in Sunday's race, anyone who didn't already hold a current road race license was required to buy a weekend license *after* being approved by WMRRA executive board members.

On Sunday we were operating under our usual extremely stiff curfew which doesn't allow any race motors *or* the public address system to be used outside the hours of 9 a.m. to 6 p.m. A large contingent of wimps at the riders' meeting voted to have a warm-up lap, so everything else had to be backed up, cutting practice short.

Regarding "several local rules broke" and "blatant favoritism of club officials," the only thing anyone I've talked to can think of is the referee's spontaneous decision to grid the late arrivals after the National Anthem, rather than start them from the hot pits as was announced at the riders' meeting. By the way, none of those teams were local. As far as protests of scoring not being allowed, I know at least two teams had their scores changed due to protests so I'm not certain what your problem was there.

On the good side of things, we raised $7500 for the March of Dimes through riders gathering pledges, no one required the ambulance, and we had the best crash truck response time in the recorded history of racing!

Just remember that things *can* go wrong, as you proved by "traveling 1500 miles to a race, a team of 10 years experience" and had to borrow a fire extinguisher from our club to meet the rules. Fire extinguishers were there for sale, yet you were *loaned* one. Perhaps your treatment wasn't as poor as your 24th place finish is making you remember.

If you have any constructive comments, or you or anyone you know is considering coming to any of the tracks here in the Northwest, give me a call at 206/367-1731 (leave your number) and maybe I can help make your stay a bit more comfortable. Next year's race will be *considerably* better run; I'll guarantee that!

JOE DAVIS
Past President, WMRRA
Renton, WA

To hell in a handbasket

Bob Leach and Ralph Hoffman outdid themselves in preparing the Washougal, Washington, track for the last AMA 125/500cc MX National of the year and they deserve a big "well done."

But from there all good went to hell in a handbasket. Motocross, in my opinion, is a family sport. No child can get started in this expensive sport without the help of Mom and Dad. So why when we go to the showcase event once a year do we have to be subjected to drunkeness, loud music and loud filthy mouths, including the announcer, Larry What's His Name, who was unable to curb Bob Hannah's mouth.

Kids only learn from adults and if Hannah feels he has to use cuss words to express himself, then Suzuki should look for a new spokesperson.

Then we come to the AMA in this part of the world. They were asking us to join them. For what? They show their faces to the State of Washington for two events a year — the Seattle Supercross in the Kingdome and Washougal — the big money events! How about us small track operators who are trying to give the youth a place to ride and learn the art of sportsmanship. I have spent the best part of six months putting a track back together. But did the AMA offer anything? Not even encouragement. Well now that I have that off my chest I'll go back to my track, finish the family area (no beer allowed), and await your call.

JOHN DIXON
Track Manager, SIR
Enumclaw, WA

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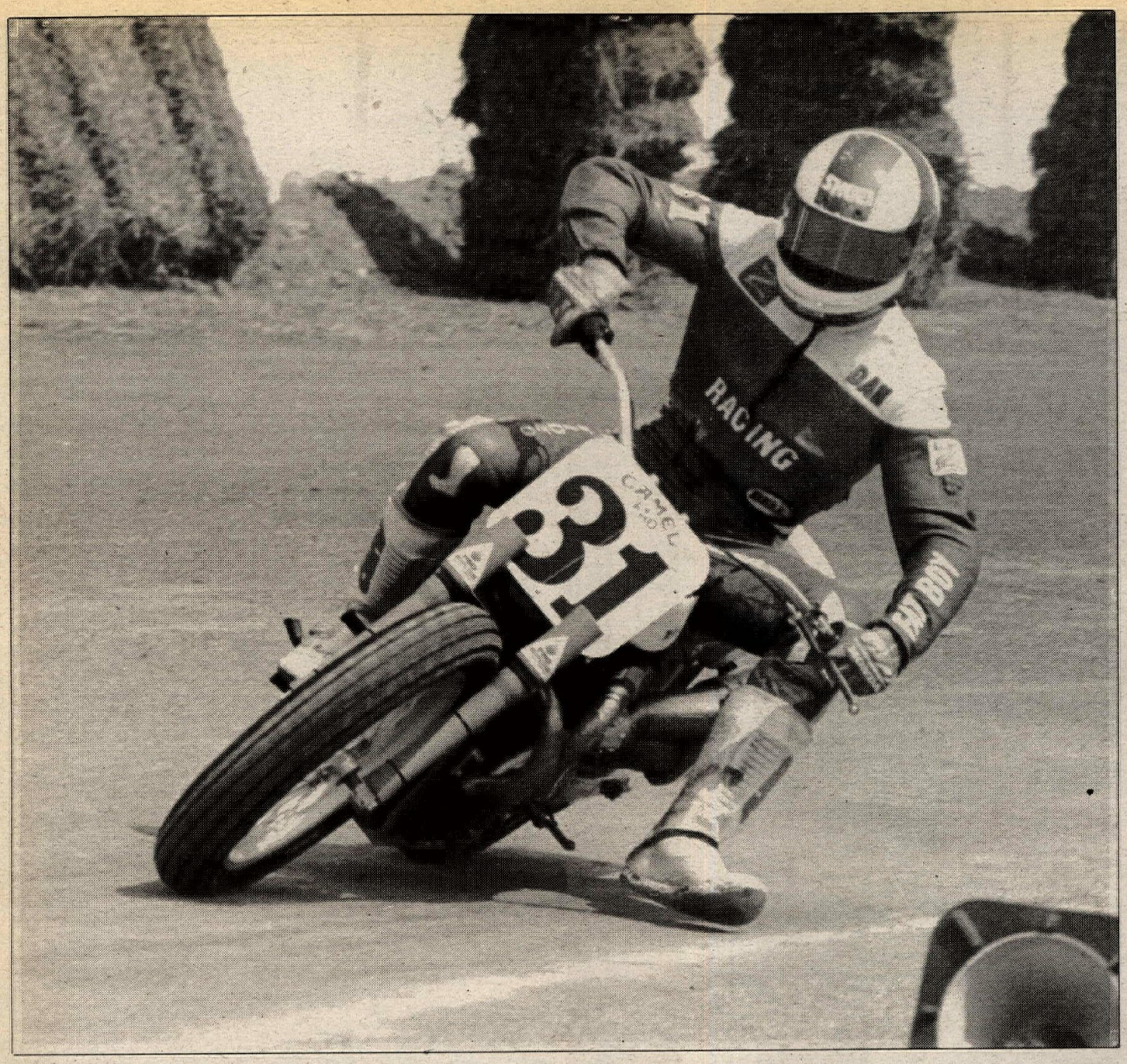


Dan Ingram won his first Grand National Championship race at Syracuse, after Bubba Shobert was disqualified.

AMA Grand National Championship/ Camel Pro Series: Rounds 15/13

Ingram claims first win at Syracuse Mile

By Ty van Hooydonk
Photos by van Hooydonk and Flat Trak Fotos

SYRACUSE, NY, SEPT. 11

Dan Ingram benefitted from his sponsor Bubba Shobert's misfortune at the Syracuse Mile, winning his first-ever National. When the checkered flag came out, Ingram - riding Shobert's personal Honda RS750 - finished an apparent second behind the three-time AMA Grand National Champion. But when measured on the trackside scale, Shobert's bike weighed under the required minimum of 320 pounds.

AMA officials then impounded the factory Honda RS750 to place it on a certified scale the following day in Syracuse.

"If this gets protested or appealed, we'll have our bases covered," said AMA Professional Dirt Track Manager J.B. Norris. Ingram was awarded the victory as the post-race weigh-in showed that the bike was one-and-a-half pounds too light (318.5 lbs) and was disqualified, Norris said on Monday, September 12.

"It's a bad deal all the way around," Shobert said at Syracuse on Sunday, prior to knowing he was disqualified. He said that the trackside scale had been inconsistent throughout the season and he wanted to include the petcock and fuel lines while the bike was on the scales. He said the rule book requires only the gas tank to be removed, not its additional parts.

The disqualification also moved Steve Morehead up into second place at Syracuse, with Tim Mertens, Chris Carr and Alex Jorgensen rounding out the top five.

The ruling had other ramifications as well. Before the Syracuse Mile, race watchers guessed that GNC point leader Scott Parker and Shobert were the only safe wagers in the championship chase. After Syracuse was over all bets were off because neither one scored any points. Parker's goose egg hatched during the final with a major motor failure. The double knockout was a blessing for Carr, who suffered a no-score two weeks ago at Indy. Carr, third in the points with 184, once again became a player in the drama of dirt track 1988. Parker's tally holds at 208 points while Shobert's also stays put at 192.

"It's like a damn soap opera from week to week, it seems like," Carr said on Sunday. "As Camel Pro Turns...."

Also among the Syracuse surprises was the track itself and its dismal condition. Usually soaked and damp on arrival, the racers this time found it dry and sprinkled generously with sand and marbles.

"I don't think they touched the race track," said a disgruntled Scott Parker.

There was one noteworthy exception to the dryness — the apex in turn three. A recently-built bridge spanning the moat between the track and the infield had stopped up drainage pipes, causing water to back up and flood the corner.

"You can stand there and sink a couple inches," Parker said. The solution from the AMA officials was a set of cones strung at the outer edges of the muck. "They're knocking 15 feet off the track, and the corner's already narrow," Parker added.

Turn two was also a trouble spot - a rough trouble spot.

"Coming off of two a couple times, I got both wheels off the ground," Ronnie Jones said.

Finally, the front straight also drew complaints from Steve Morehead, who pointed out grommets and pieces of steel, making any roosts potentially dangerous.

"It's probably one of the worst situations we've had to deal with all year, as far as track safety, rider safety," Carr said. "But if everybody uses their heads, it should be all right."

Time Trials

Shobert found his way around the cones, bumps and marbles to wind up at the top of the time trial heap. His Honda RS750 was sporting a new intake system, dyno tested by Honda engine builder Ray Plumb.

"Hopefully, it will run a little better," Plumb said. "It's untested on the bike."

Shobert's time trial test of the new intake was successful, with his clocking of 36.483 seconds. Although no details were given, the new intakes angle the carbs up, apparently giving the fuel/air mixture a straighter shot into the cylinders. Plumb said it makes more horsepower, but he wasn't giving away any numbers.

Parker qualified a close second, with a 36.579 run. Third fastest was Ingram - again on Shobert's personal Honda - with a 36.838 time. Right behind was Honda-mounted Terry Poovey with a 36.959 mark.

Tim Mertens followed with a 37.050 recording. In sixth was a surprising Rusty Rogers, clocking a 37.095 and earning the last available spot in the six-man Camel Challenge.

Rounding out the top 10 were Doug Chandler (37.122), veterans Alex Jorgensen (37.226) and Steve Morehead (37.284), and the always-popular Tammy Kirk (37.333). Canadian John Parker was the 44th and final man to qualify for the 48 available openings.

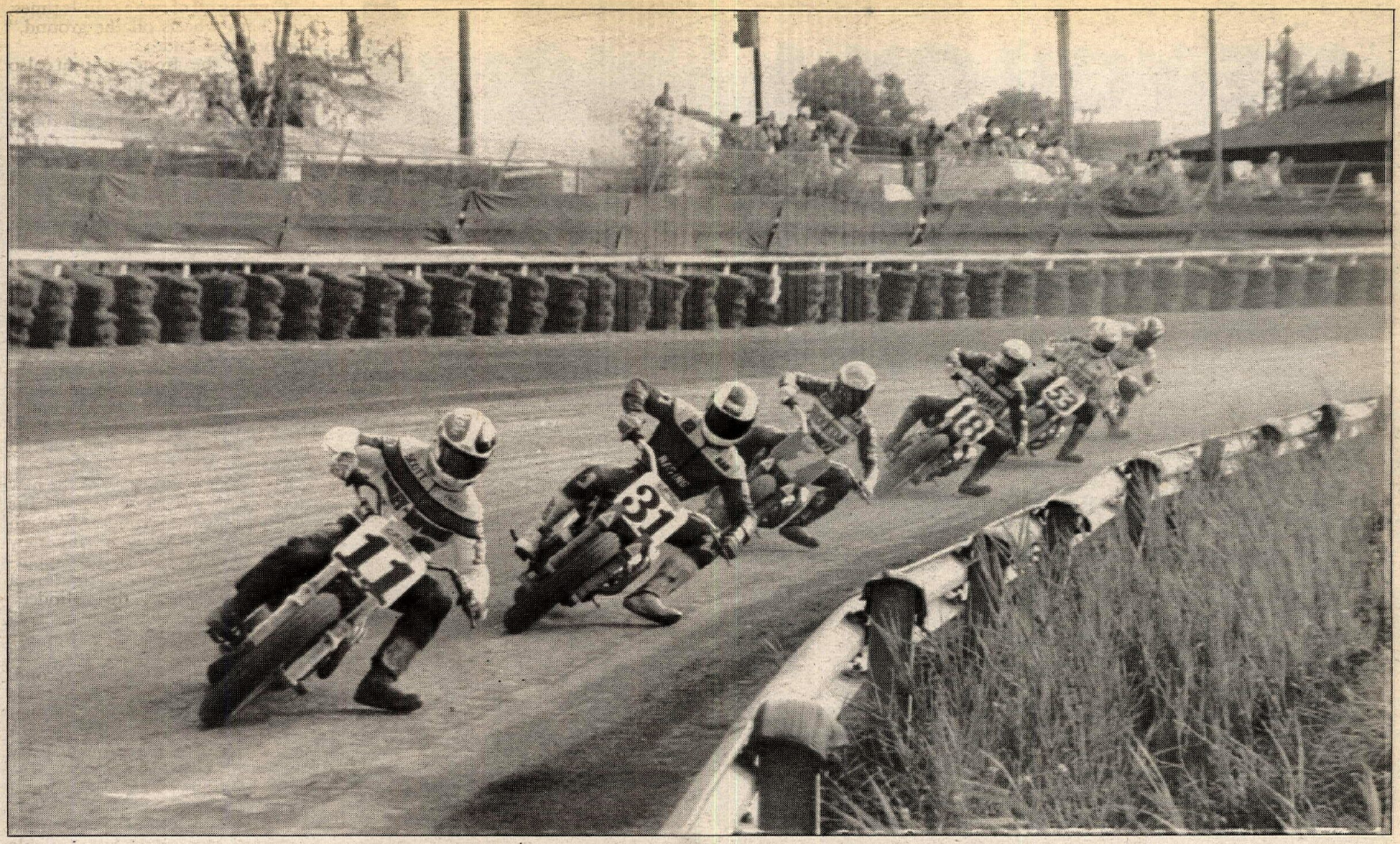
Heats

The first 10-lap heat race provided some more Shobert foreshadowing. He easily won, beating second place Morehead by 2.5 seconds. Shobert took charge on lap two and pulled away to win in six minutes, 11.234 seconds.

Jorgensen snatched second on lap three, while Billy Herndon rode in fourth. Morehead, however, muscled into second, after some swapping with Jorgensen, and held on to the end. Jorgensen claimed third, gaining the last direct transfer to the main. Herndon, Brian Atherton and the rest of the fourth-through-ninth place finishers earned tickets to the semis.

Heat two saw Parker winning comfortably over Chandler. Kirk put her pink Harley up front briefly, before Parker sailed by on the backstraight. Kirk received a standing cheer from the crowd of around 10,000, but all of the good will in New York couldn't keep her Harley from breaking a rod on lap three. Chandler was soon into second, with Pete Hames just behind and Rodney Farris tagging along. They held their positions, following Parker to his 6:12.853 win.

Ingram showed what a force he has become in heat three - the fastest heat and the one with the biggest margin of victory. Ingram led off the line. Behind him was Keith Day, who slipped into first in turn two on the next lap, only to lose the advantage to Ingram on the backstraight. Day challenged once more, but had to be happy with fending off Rusty Rogers in third.



In the opening turns of the five-lap Camel Challenge, Parker (11) leads Ingram (31), Shobert (1), Poovey (18), Mertens (53) and Rogers.

Ingram broke free of the draft on lap six and motored away to a 6:10.592 win, topping Day by 3.47 seconds. Rogers trailed the duo home, followed in by Bryan Villella and Jonathan Cornwell.

Terry Poovey used his far-outside starting position on the groove to pull away in the early going of heat four. He was hunted by Will Davis, Doug Davis and the gaining Tim Mertens.

Carr got by Will Davis on the backstraight. Mertens started his charge on lap eight, disposing of Davis on the backstretch run. Meanwhile, Carr closed on Poovey and sent him back one place.

Carr's lead was brief, however, and he found himself side by side with Poovey, Mertens and Davis on the last lap. Poovey nipped Mertens at the end to claim the win, with Carr third and Will Davis fourth.

Semis

Farris cruised in the first 10-lap semi to a comfortable win. After getting by holeshot-man Brian Atherton on lap one, Farris rode away to a two-second margin of victory in the 6:13.164-long race. Herndon later snatched second and a place in the final, while Atherton held onto third to join the rest of the top seven finishers on a trip to the Last Chance Qualifier.

Will Davis fought off Jones to win the slow second semi. Davis led by the start of lap two over Villella and Jones. Jones went to second and closed on Davis while Villella dropped out with a flat rear tire, putting Doug Davis in third.

Will Davis wound up on top after wobbling by on the last lap. Doug Davis was fourth and Ted Taylor was fifth.

Camel Challenge

The top six qualifiers - Shobert, Parker, Ingram, Poovey, Mertens and Rogers - lined up for the Camel Challege, seeking a healthy cut of the $17,500 purse. But hopes of a good start - and a good shot at the $10,000 first-place check - sent them over the line early, forcing a restart.

Parker diced with Ingram in turn one with Parker getting his way. But as they came around, Shobert led over the line, and seemingly pulled the horsepower rabbit out of the hat. He left the others to decide the winner of the $2500 second-place award. Parker decided he wanted it most and stayed in second ahead of Ingram, who finished third. Rogers was left with fourth while Mertens took fifth as Poovey came up last.

Last Chance Qualifier

The LCQ ran only two laps before an eight-bike pileup stopped it. Ted Taylor's Honda lost a master link on its chain, which separated and whipped through the crankcase and an oil line, thoroughly lubricating the track.

Brian Atherton suffered the most, with a possible broken arm as riders, machines and hay bales seemed to explode in turn two. The rest of the riders got up, and all but two made it back to the grid, after much straightening and bike reassembling. Only George Roeder II and Garth Brow made it through the melee unscathed.

Brow holeshot the restart and led until passed by Cornwell, with whom he traded the lead until lap nine, when Roeder came storming by on the backstraight. Cornwell stayed close but it was Roeder who won and picked up the last spot in the final.

National

From the inside, the front row featured Morehead, Day, Poovey, Shobert, Parker and Ingram, again on the groove.

Ingram and Parker used their traction to jump out to an early lead. Shobert, meanwhile, had a dismal start and was mid-pack.

Veteran Steve Morehead came out on top of a closely-fought battle for second place, beating Tim Mertens, Chris Carr and Alex Jorgensen.

"I'm used to getting a little better start," Shobert said later. "I was going to have to hustle to get 'em."

On lap three, in third was Poovey, followed by Mertens, Rogers and Shobert.

Poovey dropped back while Shobert continued drafting and passing. By lap six, he and the Honda were up to third, and a mere 1.36 seconds behind Parker, who passed Ingram on the next lap in turn three.

Ingram drafted Parker down the main straight and passed into turn one, but Parker repassed on the backstraight. Meanwhile, Shobert had closed, nipping them both at the start/finish line on lap nine.

Then, shocking the partisan Harley crowd, Parker's XR750 dropped dead on the backstraight, a victim of a big, but unspecified bottom-end failure.

Shobert and his red, white and blue Honda ground salt in the wound by pulling away from even the similarly-mounted Ingram.

"My crew (Skip Eaken, Mike Velasco

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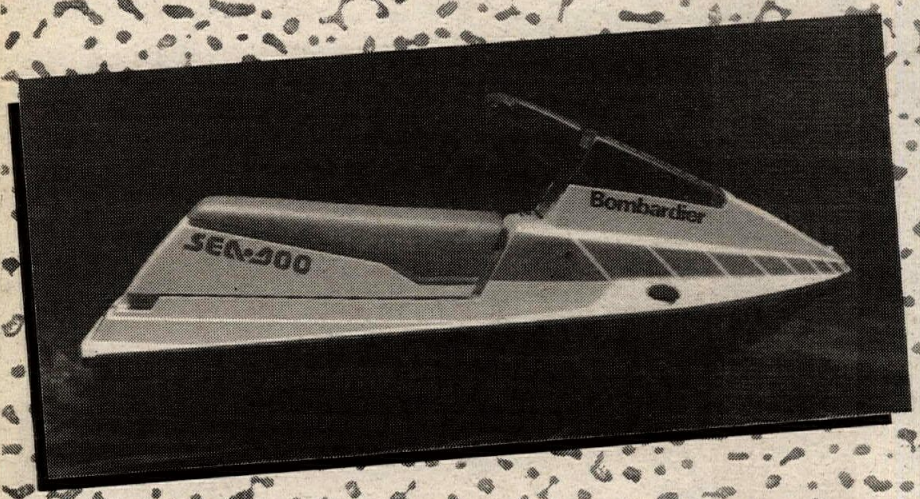

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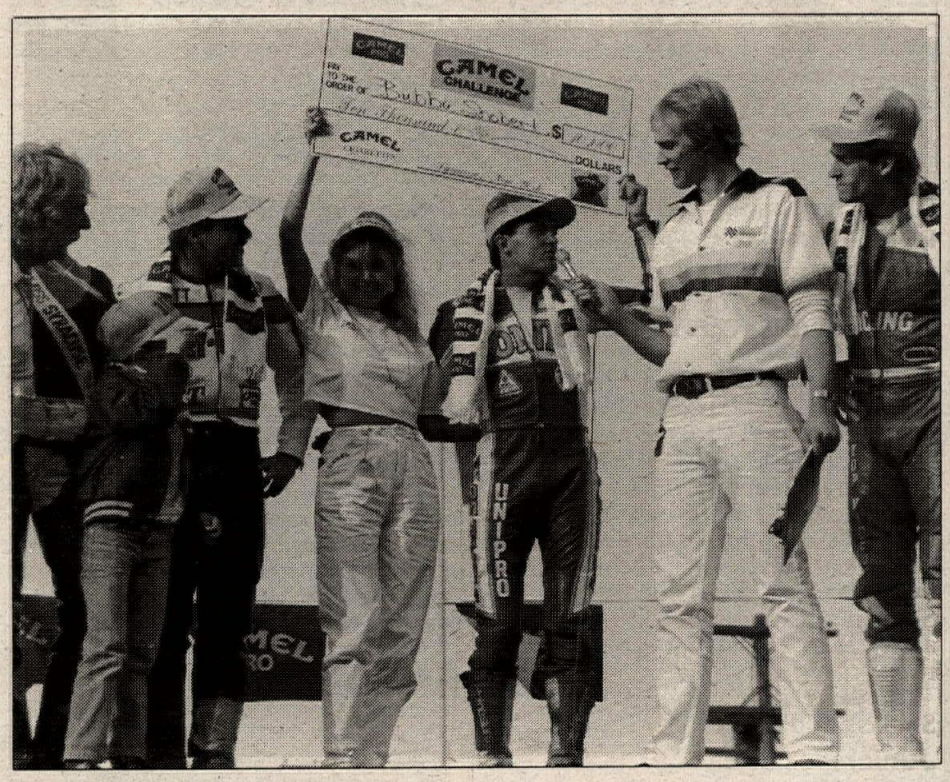
Kevin Atherton won the Junior final, beating Mark Wyskiel and Jason Fletcher. The final was cut short when Michael Stouffer crashed.



Shobert celebrates his Camel Challenge win with Miss Camel, Pam Kendrick, second place Parker (left) and third place Ingram (right).

and Plumb) did a terrific job," Shobert said.

"I was just trying to hang with him," said Ingram about Shobert.

Behind them, Mertens led a battle between Poovey, Jorgensen, Chandler and Day. It would set the scene of a show that would make up for the lack of a first-place fight.

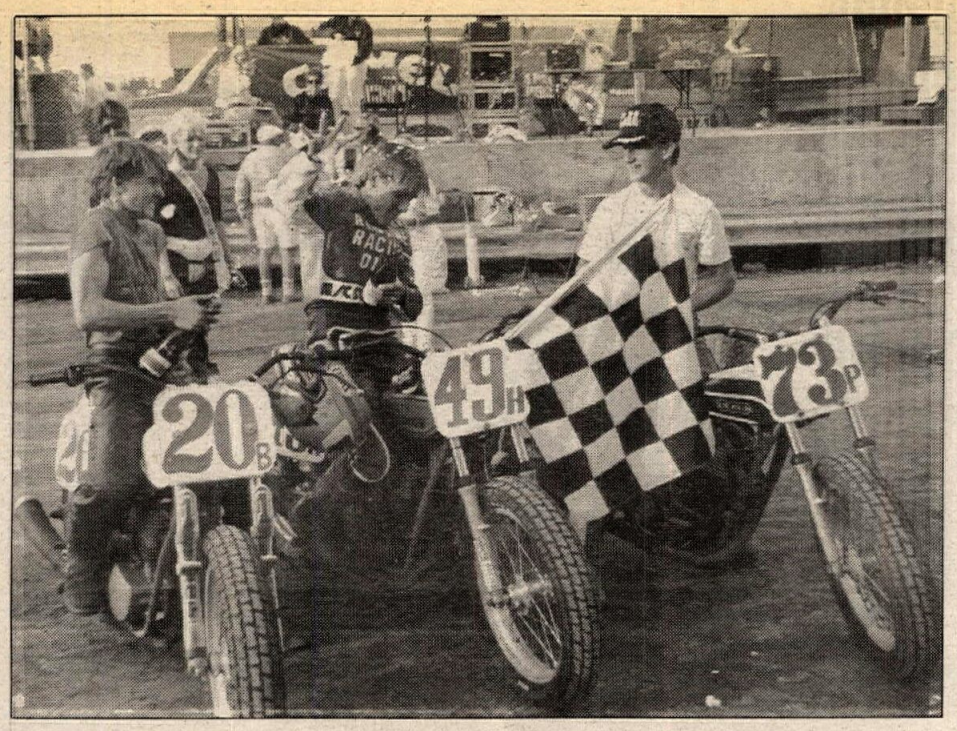
For nine laps, the five seemed destined to fight for third among themselves, but on lap 19, a hard-charging Carr moved up to challenge Chandler in fifth. Carr later said his Kenny Tolbert-tuned Harley seemed to improve the more he rode it.

Then Morehead pulled up as Poovey faded and Carr dispatched Chandler. On lap 22, Carr was in third with Morehead in tow, both nearly an entire straight out of touch with the two leaders. Mertens and Jorgensen did not back off and, on the final lap, five riders aimed for the final block on the rostrum.

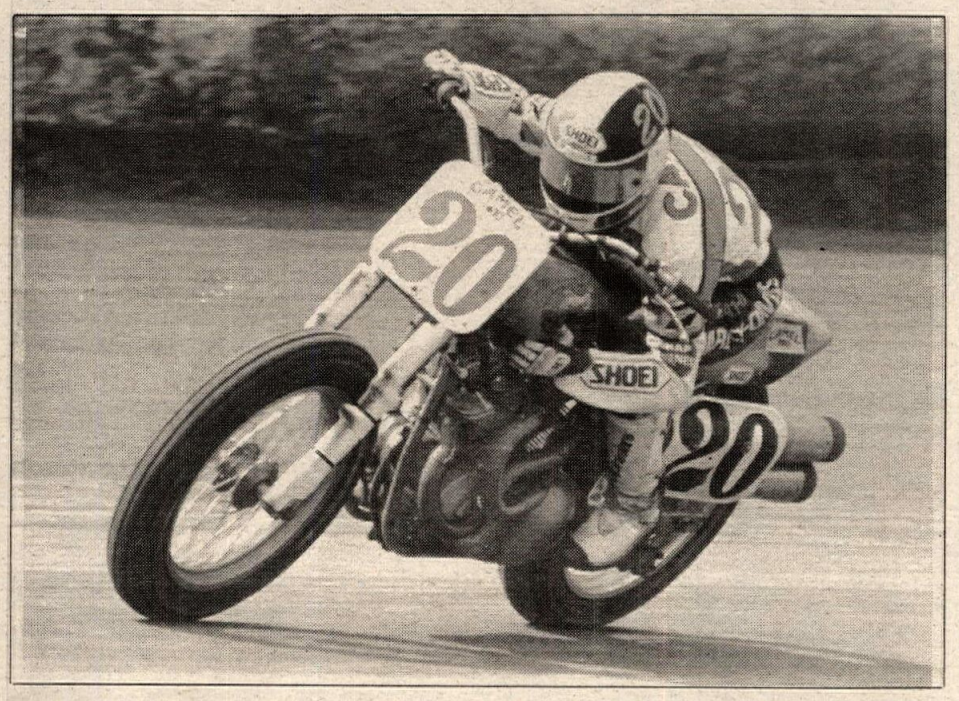
At the finish line, it was Shobert by over two seconds, tailed by Ingram, who held a whopping six-second lead on Morehead, who fought the others off for third.

"I couldn't even see the first two guys," Morehead said. "I saw Ronnie Jones (15th) and wanted to congratulate him for third."

Mertens savvied his way into fourth. With a cracked swingarm, no



Mike Hale (center) celebrates his Pro-Am victory with second-place rider Larry Pegram (right) and third place Stephen Beattie (left).



Chris Carr benefitted from Shobert's disqualification by taking fourth place and collecting points while Parker and Shobert didn't.

brakes, an oily bald tire and a loose exhaust system, Carr settled for fifth ahead of Jorgensen.

"It really wasn't that bad," said Carr about the track conditions during the race. "I have to give the riders credit for using their heads."

But track conditions, some speculated, could have been a factor in Shobert's disqualification, with the great deal of tire wear brought on by the hard surface. The left side of Shobert's rear tire looked more like a slick than a block-pattern dirt track tire.

"I wore out a lot of rubber," Shobert said, and rubber is weight.

Juniors

The Junior final was the last race of the day. Originally set for 10 laps, only five were completed when Michael Stouffer crashed exiting turn two and suffered a suspected broken leg. The race was then called off.

Kevin Atherton won both the final and his heat race. (Stouffer won the other heat race). Atherton dueled with Mark Wyskiel and Stouffer in the brief final match. Wyskiel took second and Jason Fletcher claimed third.

Pro-Am

Texan Mike Hale won the eight-lap Pro-Am final, after a battle with Audie Huff Jr. After winning his heat race, Hale led the final at the start of the second lap with Huff (also a heat winner) close behind.

Huff passed Hale in turn one on lap four, while they were trailed by Larry Pegram and Stephen Beattie. But one lap later, Huff crashed coming out of the rough turn two. He quickly rose and ran, and no red flag was shown.

By the start of the last lap, Hale - using Carr's Mike Camphouse-tuned 600 - had a 5.71-second lead which he never relinquished. Pegram nipped Beattie at the finish, while Scott Sehl and Brian Tillson rounded out the top five. ●

Results

25-LAP GRAND NAT'L CHAMPIONSHIP FINAL: 1. Dan Ingram (Hon); 2. Steve Morehead (H-D); 3. Tim Mertens (Hon); 4. Chris Carr (H-D); 5. Alex Jorgensen (Hon); 6. Doug Chandler (Hon); 7. Keith Day (Hon); 8. Terry Poovey (Hon); 9. Rodney Farris (H-D); 10. Rusty Rogers (Hon); 11. Billy Herndon (Hon); 12. Will Davis (H-D); 13. George Roeder II (H-D); 14. Ronnie Jones (Hon).

TIME: 15 min., 16.768 sec.

5-LAP CAMEL CHALLENGE: 1. Bubba Shobert (Hon); 2. Scott Parker (H-D); 3. Dan Ingram (Hon); 4. Rusty Rogers (Hon); 5. Tim Mertens (Hon); 6. Terry Poovey (Hon).

GRAND NAT'L CHAMPIONSHIP POINT STANDINGS: 1. Scott Parker (208) 2. Bubba Shobert (192); 3. Chris Carr (184); 4. Steve Morehead (150); 5. Terry Poovey (123); 6. Ronnie Jones (112); 7. (TIE) Rodney Farris/Dan Ingram (82); 9. Keith Day (63); 10. Jay Springsteen (61).

CAMEL PRO SERIES POINT STANDINGS: 1. Bubba Shobert (188); 2. Scott Parker (100); 3. Chris Carr (89) 4. (TIE) Doug Chandler/Steve Morehead (86) 6. Doug Polen (81); 7. Terry Poovey (65); 8. Randy Renfrow (47); 9. Ronnie Jones (44); 10. Scott Gray (38).

JUNIOR FINAL: 1. Kevin Atherton (W-D); 2. Mark Wyskiel (H-D); 3. Jason Fletcher (Rtx); 4. Bill Newkirk (Hon); 5. Kris Kiser (Rtx); 6. Roger Bibeau (Rtx); 7. Andrew Segalini (W-R); 8. Joel Phelps; 9. David Lloyd (Rtx); 10. Richard Foard (W-R).

PRO AM FINAL: 1. Mike Hale (H-D); 2. Larry Pegram (W-R); 3. Stephen Beattie (H-D); 4. Scott Sehl; 5. Brian Tillson (W-R); 6. Robert Knapp (H-D); 7. Todd Hurst; 8. Gordon Schopieray (Hon); 9. A.J. Snoop (W-R); 10. David Duhaine (W-R).

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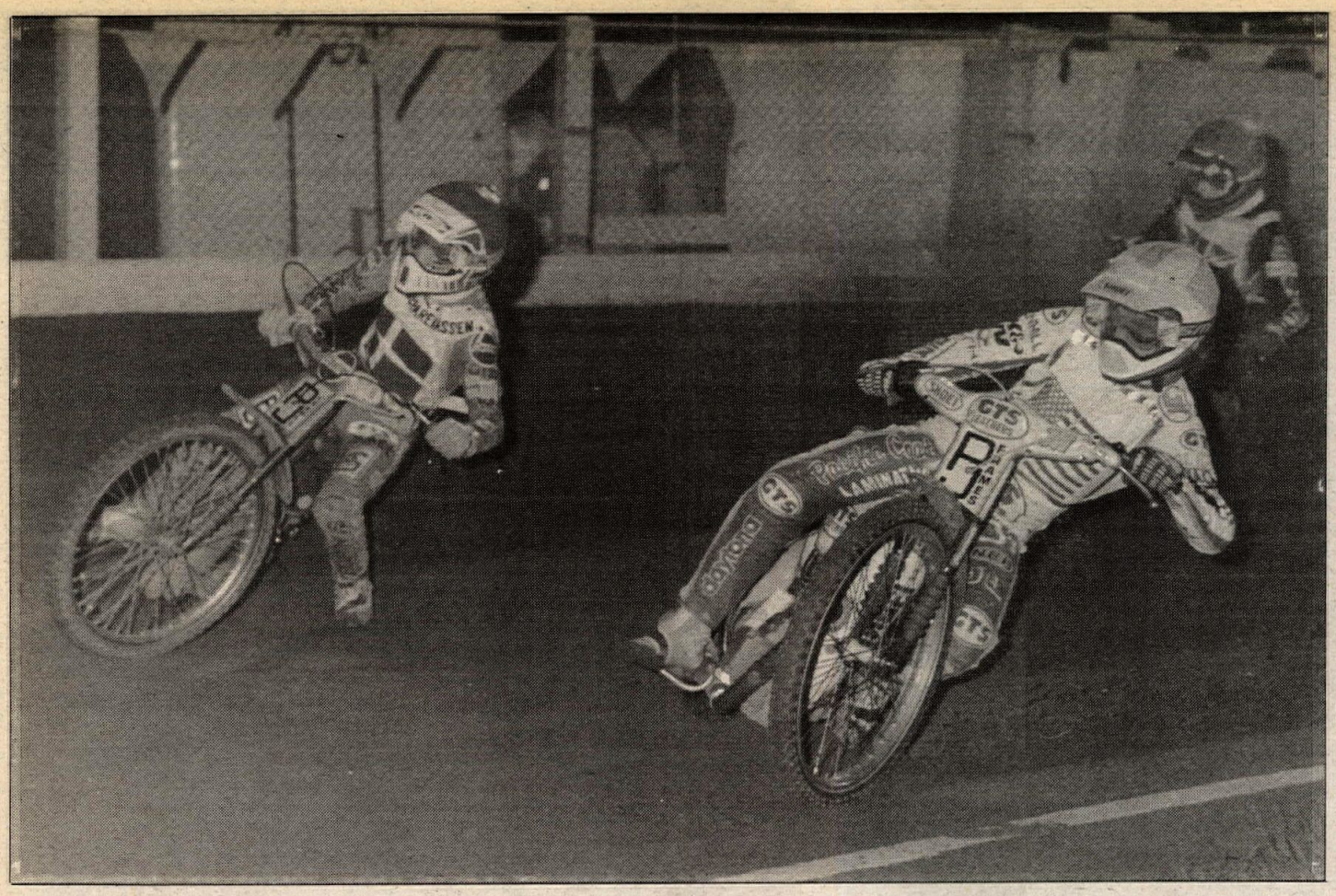
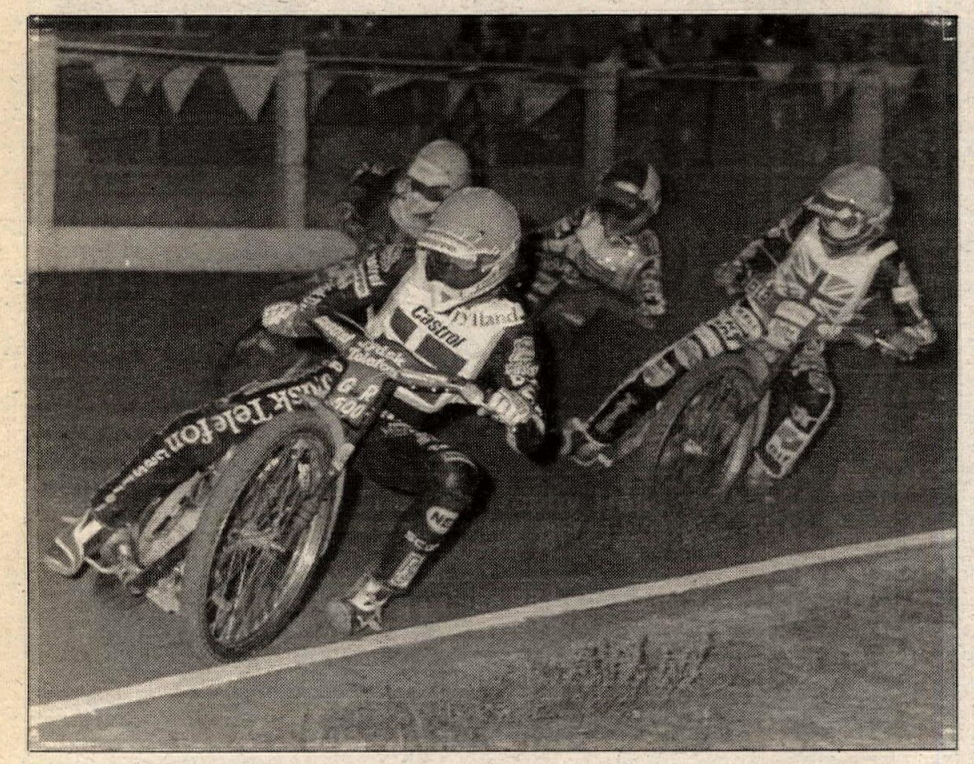


American Sam Ermolenko holds off Dane Jan O. Pedersen during heat number seven in Long Beach.



Dane Hans Nielsen leads England's Kelvin Tatum and American Lance King in event four. The Danes beat the Americans by 12 points.

1988 Speedway World Team Cup Championship

Danes do it again at Long Beach

By Scott Daloisio

LONG BEACH, CA, SEPT. 10

Sporting the world's top three riders in its lineup, Denmark hammered the competition to win the 1988 World Team Cup Speedway Championship at Long Beach Veterans Stadium. For Denmark, it was the sixth year in a row that they won the crown and the second time that they won it at Long Beach.

The Danish boys, led by diminutive Jan O. Pedersen, took the lead at the end of the third heat and never looked back. When the final scores were tallied, Denmark had 44 points on the night. That was 12 more than the second place finishing USA and 22 more than Sweden and England.

The USA, performing before a smaller than expected crowd, was led by "Sudden" Sam Ermolenko who scored 14 points. The remainder of the Americans suffered problems and seemed to miss the starts all meeting long.

When the 1985 World Team Cup was held at Long Beach, the USA or Denmark came out on top in every heat. That wasn't to be in 1988 as Sweden's Jimmy Nilsen stormed into the lead over Denmark's Tommy Knudsen in event one. Lance King, representing the USA, was out last and could only get by England's Simon Wigg.

Everyone in attendance expected Knudsen, who scored a maximum at Long Beach three years ago, to catch and pass Nilsen, but he couldn't and the Swedes took a quick lead.

Ermolenko got his first shot in event two and he came up against Denmark's Erik Gundersen, who was making his first appearance since winning the Individual World Championship one week earlier. Gundersen set the pace into turn one, but England's Simon Cross gave him a tap. That momentarily slowed both of them and Ermolenko exploded beneath them and took the lead as the crowd let out a huge cheer.

With the crowd urging him on, Ermolenko moved away from the pack while Gundersen tried to hold Cross at bay. The white flag waved for Ermolenko and signified one lap to go. For Gundersen, it spelled disaster. In Europe they use a yellow and black flag to signify the last lap, so when Gundersen saw the white he mistook it for the checkered and slowed. That allowed "Crossi" to shoot by and eventually claim second.

The American fans were celebrating as their boys had four points. Denmark and Sweden were next with three while England had two. Back in the pits, the Danes were angry and began a protest. Hans Nielsen protested to promoter Harry Oxley, "It is an FIM regulation (yellow and black flag). Do you have a yellow flag now?"

Back on the track, Shawn Moran was representing the USA quite well in event three as he led Pedersen. The little Dane was all over Moran trying to get by on the inside but Moran held him back. As they came off turn four and headed for the black and yellow flag, now being used to signify the final lap, Pedersen went wide and he drove by Moran as they entered turn one. A split second later, the bottom end on Moran's GM seized. Sweden's Per Jonsson, with no place to go, hit Moran's left leg and sent him to the dirt. What looked like a win and three points for the USA ended up being a last place finish with zero points. Pedersen took his first win of the night and Denmark, with six points, took a lead that they never relinquished.

Back in the pits, Moran pulled off his helmet and said, "I made the gate, but the motor started slowing as I came off the corners. It seized down there in turn one."

The opening round ended when Nielsen easily outdistanced England's Kelvin Tatum and Kelly Moran. Denmark had the lead with nine points while the USA, England and Sweden all had five.

Jonsson, riding the only Jawa in the event, took the fifth race by a wide margin over Kelly Moran and Knudsen. That win put the Swedes one point up on the USA and left them only two behind the Danes.

Gundersen gated Shawn Moran in event six and when the American went wide as they came off turn two, Gundersen was there to block him and protect his lead. Moran changed to the inside line at the end of the first circuit, but the World Champion wouldn't be beaten and he had his first win of the 1988 Final. Moran took second while Swedish reserve Henryk Gustafsson came in third.

Ermolenko gave the crowd another boost when he gated in event seven, but Pedersen, with another flashy move, went to the dirt and took the lead away as they came off turn two. Even though most of the crowd was pulling for the USA, they were marvelling at the daring moves of the tiny Dane and they gave him a nice hand when he crossed under the checkered for his second straight victory.

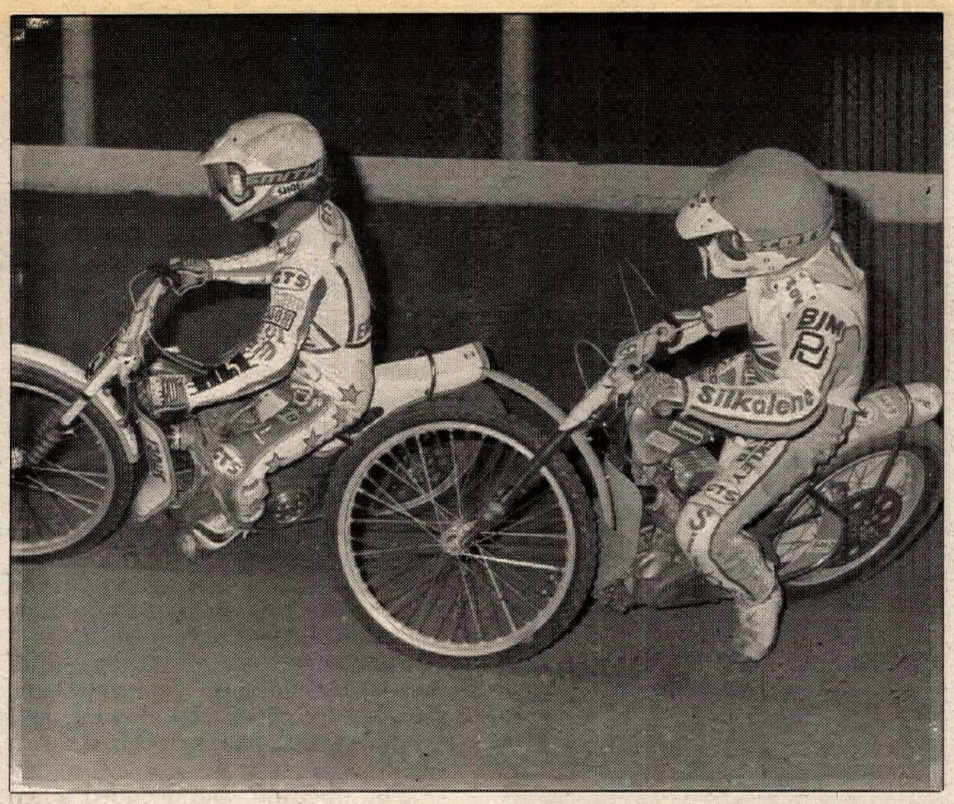
In round two's final event, it was Nielsen all the way. King, who gated last, came up to second at the finish. Tony Olsson, of Sweden, ended up third with England's Chris Morton last. Amazingly, England failed to score in the second round.

Denmark led with 19 points. The USA was next with 13 followed by Sweden (11) and England (5).

England was in dire need of points and they made a tactical move. They took Morton out of heat nine and summoned reserve Gary Havelock. Ermolenko notched an easy win in the event, but Havelock turned in a sterling effort and fought back Knudsen all the way for second. That started an English comeback.

Gundersen won event 10 while King finished last. King missed the gate again, but with a big move in the first bend, he got past Tatum and Jonsson. Both riders quickly got back past King and held him in last to the finish. Gundersen's victory put the Danes in command. At the halfway, they led by seven and they were about to pour it on.

England's team managers Colin Pratt and Eric Boocock decided to have another look at Havelock and he replaced the disappointing Wigg in event 11. Havelock had the lead off the line over Swedish reserve Gustafsson; Pedersen got a bad start



Sam Ermolenko leads Simon Cross of England. Ermolenko led the American team with 13 points; Cross scored three for England.

The Danish team celebrates with trophy girls after wrapping up the World Team Championship for the sixth year in a row.

and was in third with Kelly Moran last.

Pedersen, making his first appearance in the USA, had the crowd's attention as it anticipated his move through the pack. He blazed by Gustafsson in turn one on lap two. He then attacked the inside of Havelock in turn one on lap three and when that didn't work, he went to the dirt.

Much to the delight of the fans, he relieved Havelock of the lead as they came off two the final time. Havelock tried to go back inside of him, but the little Dane brought it down to the pole and slammed the door in his face. The tiny rider received a thunderous ovation as he took the checkered flag.

The third round closer saw Nielsen take his third consecutive win in convincing fashion over Shawn Moran, Nilsen and Cross.

After three rounds, Denmark was turning it into a runaway with an 11 point advantage. Just to make sure things didn't get too out of hand, Morton, back in after being replaced by a reserve in the previous round, shocked everyone with England's only victory of the meeting to start round four. He beat Kelly Moran, Gundersen and Nilsen.

The race for the lead was history and the USA had a stranglehold on the second place spot, but the Swedes and England were locked into a war for the bronze. They were tied with 14 points each after 13 races.

The tide for the bronze flowed England's way in event 14 as Knudsen won his only race of the meeting. Tatum claimed second with Shawn Moran third. Moran actually gated, but Knudsen moved him out of the way in turn one, sending Moran to last at the outset.

Event 15 saw reserved Havelock, Gustafsson and USA's Rick Miller on the track. They had a tall order as they met up with Pedersen. Gustafsson, bringing his GM from the pole, gated over Miller, Pedersen and Havelock. Pedersen wheelied off turn four on the opener and while doing so, he relegated Miller to third.

Pedersen looked to the outside of Gustafsson as they came off turn two on lap three, and seconds later he rocketed by and rode the rest of the way to his fourth consecutive victory. The little guy had created a giant impression on all of the fans.

Ermolenko matched up with Nielsen to close the fourth round and it ended up going the Dane's way. He gated from the pole aboard his Godden and let Jonsson and Ermolenko have at each other for second. Ermolenko eventually won the encounter with the tough Swede, but Nielsen kept his perfect score intact with another impressive win.

The score heading into the final round was Denmark 39, USA 23, England 17 and Sweden 17.

The final round consisted of the fourth highest scoring rider from each team in the first race of the round. The third highest scorers mixed it up in the second race followed by the number two riders and then the highest scorers for each team in the final race of the night.

With the first two spots decided, the attention swung to England and Sweden in their titanic struggle for third. King, off gate four, again had problems on the start, but he immediately began picking off riders. He took Gustafsson before they came off the first bend. Then he got Havelock one lap later. Knudsen's GM momentarily quit as he went into one on lap three allowing King and Havelock to both get by; King took the win ahead of Havelock as Gustafsson failed to finish. That put the English two points up on the Swedes.

The next race, matching each team's second highest scorers was a shocker. Denmark, wanting to get everyone on the team into the meeting, pulled Gundersen and replaced him with John Jorgensen who finished second. Just behind him came Cross with Kelly Moran, after missing the start, fourth. The surprise winner, after scoring one point from his first three rides, was Sweden's Olsson. That made it Sweden 20 and England 20 with two events remaining.

Shawn Moran turned in a thrilling performance in event 19 and he became the only rider on the night to defeat Nielsen. Sweden's Nilsen broke on the line and scored zero points allowing Havelock, England's most valuable rider, to take an uncontested third. England was now up by one.

The fans were disappointed when the Danes, showing great team spirit, decided to sit Pedersen out so Jorgensen could get another ride. It was the last race of the meeting and Ermolenko was going to leave the USA fans with something to cheer about. He got the gate and never looked back. If he had, he would have seen the war for second between Jonsson and Tatum. If Tatum took second, England took third overall in the meeting. If Jonsson took second and Tatum finished third, there would be a four lap runoff for the bronze medal.

Jonsson was in second and he put an aggressive block on Tatum as they came off turn two. Tatum stayed within striking distance, but he couldn't get by. When the checkered ended the four-lapper, Ermolenko took his third victory of the meeting over Jonsson, Tatum and Jorgensen (Jorgensen thus recorded Denmark's only last place finish).

The final score ended up Denmark 44, USA 32, Sweden 22 and England 22, but there was still the runoff for third. In addition to third place being at stake, the top three teams automatically qualified for the 1989 World Team Cup Championship while the fourth place finisher will have to contest a series of qualifiers.

Jonsson was chosen to represent Sweden while England went with Tatum. Jonsson came off the pole, but Tatum beat him on the start. Time and time again, Jonsson closed to Tatum's rear tire but Tatum would drive away. As they hit turn four on the third lap, Jonsson went to the extreme outside. Tatum saw him and moved up to block. When Tatum went for the block, Jonsson swooped under him and elbowed him out of the way as they came down the front chute. Tatum almost ate some chain link fence and was beaten back to the first corner. From that point it was all Jonsson and his win put Sweden on the victory stand with the victorious Danes and second place USA.

The quiet Swede got off his bike and smiled, "I did everything I could. I went high in the dirt and tried to turn inside of him. I managed to do it and I am quite pleased."

Pedersen praised the race track after scoring his maximum. "It is a beautiful race track. You can have a go on it. It is something you want to ride on. Some of the tracks you ride aren't too good." When asked about his thrilling opening race with Shawn Moran, the little rider broke into a big grin. "I was lucky there (the outside pass). Shawn is a very fair rider to ride with. You know you can race him. It is the same with us, we don't do anything to each other. It was one helluva race."

At the press conference, Gundersen sat down and told reporters, "We were glad that we could end it as early as we did. We are the best and all of the other nations are up against it. I don't think we have feared any country for the last five or six years, but we know that there is going to be a time when another nation is going to produce another bunch of guys like we are."

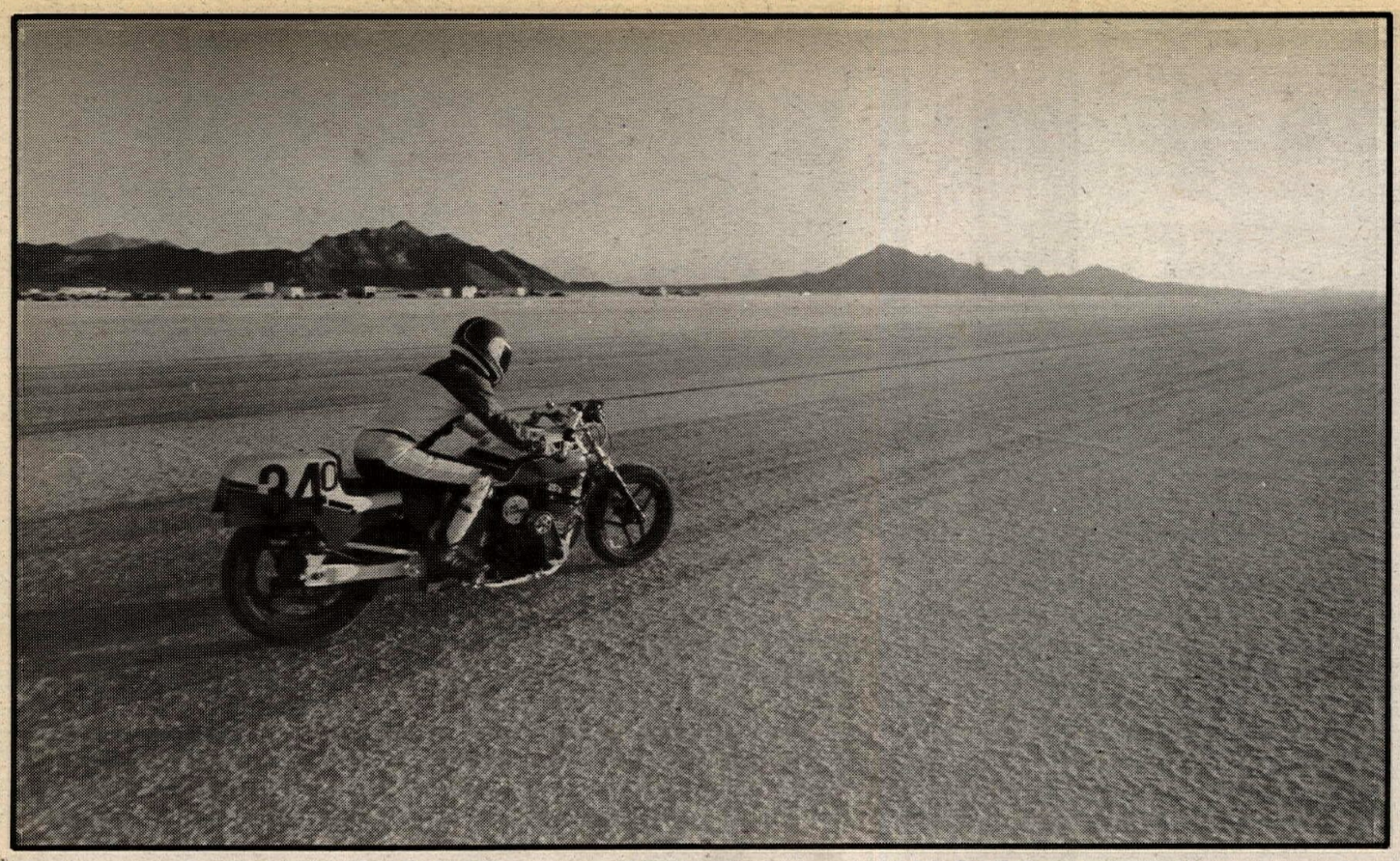
Gundersen then gave his side of the white flag controversy. "I thought I saw a white checkered flag. We tried to get the race rerun, but the referee wouldn't. They had the correct flag for the next race. It didn't affect the results at the end."

Sam Ermolenko, the only rider outside of the Danes to attend the conference, said, "We were a little unlucky, but I think our team needs some background work. I am not 100 percent happy with the way things went in the pits."

Harry Oxley closed the press conference when he looked at Pedersen and asked Danish team manager Kjeld Lund a question. "Do you think we could get USA citizenship papers for this little guy for 1989?" ●

Results

1. DENMARK (44): Hans Nielsen (Gdn) 14; Jan O. Pedersen (GM) 12; Erik Gundersen (GM) 8; Tommy Knudsen (GM) 8; John Jorgensen (GM) 8.
2. USA (32): Sam Ermolenko (GM) 13; Shawn Moran (GM) 8; Lance King (GM) 6; Kelly Moran (Wes) 5; Rick Miller (Gdn) 0.
3. SWEDEN (22): Per Jonsson (Jaw) 9; Jimmy Nisen (GM) 5; Tony Olson (GM) 4; Henryk Gustafsson (GM) 4; Conny Ivarsson (GM) 0.
4. ENGLAND (22): Gary Hvelock (GM) 8; Kelvin Tatum (Gdn) 7; Chris Morton (Gdn) 4; Simon Cross (Gdn) 3; Simon Wigg (GM) 0.



Cal Swanson set a SCTA A-AB-2000 class record at Bonneville, going 192.490 mph aboard his Suzuki.

Bonneville Speed Week

Matson fastest of many record breakers

By Dorde Woodruff

WENDOVER, UT, AUG. 14-20

During the 1988 Bonneville Speed Week 29 new Southern California Timing Association motorcycle records and two FIM records were set at a most successful race meet, after several years of too much rain at the fragile Bonneville Salt Flats. Although riders were searching for a smooth route along the edges at the end of the week, the course was relatively good, and was only shut down because of weather for a few hours one afternoon, due to high winds. The SCTA did an exceptionally efficient job of staging the runs.

Fast bike, not surprisingly to Bonneville buffs, was Dave Matson's much reworked 1955 Vincent Black Shadow, with one qualifying run at 230 mph and records set at 225 with a fairing and 210 without. Matson had been coming to Bonneville for a long time, since 1959, and works throughout the year on the Vincent. He used to change the frame each year, seeking for something better, but had run the same frame (and fairing) since 1986. He draws on his extensive collection of original Vincent parts, bought in the '50s, when they were cheap, obtains some from England, and makes many himself in his home machine shop.

This was a peak year for Matson; for several years he went very fast one way but blew up, sometimes spectacularly, on the record return run. (SCTA rules require an average of two runs in opposite directions.) In '86 the reason for the failure was mysterious until he took the bike apart, which he starts to do the day after he gets home to Bloomfield Hills, Michigan; internal engine parts will already be showing evidence of salt corrosion by then. He found three of the four ignition wires broken off. Taping and covering with heat-shrink was not enough. To prevent any stress, for '87 he bunched the wires carefully, taped them, covered them with heat-shrink, and siliconed them. Of such mundane details are composed successful Bonneville efforts.

In '87 the salt was slippery; on one run he lost about 50 mph to slippage. Also he broke a welded rocker arm, so for this year he made them out of solid steel. Matson uses Jahn's forged car pistons, made to his specifications. He cuts the valve pockets himself so he can use different valves of his own design, and makes the rings. He uses a special Vincent cam by Andrews for the 1653cc engine, and this year Carillo rod, but makes many other parts.

Bonneville is a wicked place to run, especially if you want to go very fast. The salt is never the same from year to year. Weather is violent and unpredictable, motorcycle parts are 125 miles away, and corrosion does strange things to machines. Despite all this, Matson's campaign this year went exactly according to plan. He wanted no more than six runs. After that the cylinders get scored, whether from the nitro or the salt. He qualified with one run on Sunday in the fairing class, MPS-AF-2000, and raised his 1986 record of 205 to 225 in Monday morning record runs. Later Monday he qualified for the unfaired M-AF-2000 class, and on Tuesday upped his 1985 record of 202 to 210. Six highly successful runs. Madsen is ably assisted by his wife Arlene.

Familiar Bonneville competitors Jim Bickford and Les Ranger, did well, too, with Ranger turning in a 217 in a qualifying run, and setting records of 207 with an 1100cc Honda in the A-AB-1300 class, and 208 with the 900cc engine in the A-AB-1000. The bike is complex; Bickford's careful crafting makes it work. The 900 is a bored-out '79 750, the bigger engine an '83 "1100" (actually 1030 or so) bored out to 1127; the engine being blown, cubes are mostly necessary to fit the class. The turbocharger is a big car-sized pump with which they can boost to 35 pounds.

The bike has more potential. Family responsibilities kept original rider Ted Gansberger off the salt the last three years. Bickford and Ranger would like to take the bike over and obtain a better fairing, one with no lift. Their fastest faired time so far is 221; Ranger says a more stable fairing is essential. Unfaired the bike is very stable, and Ranger likes riding it more than his own record-holding 650 because it's so fast. Also they want a lockout type drag clutch, though clutch problems this year went away when they changed to a less slippery oil.

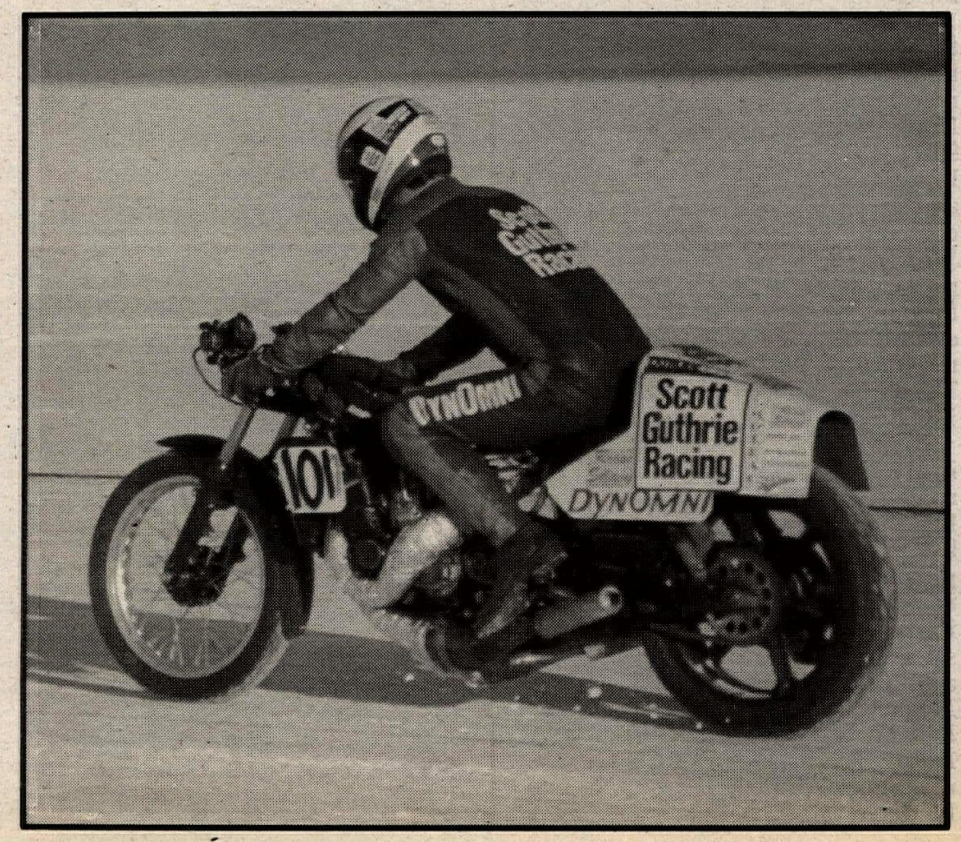
Bikes running over 200 mph tend to have tire problems, and they need to explore alternatives. On the 217th run the clutch failed and a whole one-inch wide strip flew off the center of their shaved road race tire. Matson is able to run car tires on his Vincent, in the front a 17-inch Goodyear drag race tire. As to the rear, the original Firestone Bonneville tires haven't been made for some years now and are carefully hoarded by the fast guys; Matson uses a 15-inch rear Bonneville tire from a more recent batch arranged for by the late, lamented Mickey Thompson.

Scott Guthrie's specialty is multiple records, and he outdid himself this year with 11, using his collection of variously sized TZ750 engines — including one in an efficient small streamliner designed and built by Jim Burkdoll of Utah. The Burkdoll family astonished Salt Flats racers when they appeared with their first tiny, speedy, motorcycle-engined streamliner. Then they built this bigger one to go faster safely. Guthrie liked the car and offered a trade of a prepared TZ750 engine for a ride. The car got both Burkdoll and Guthrie into the coveted 200 Mile-an-Hour Club. It's rare for someone to get both car and motorcycle records on the same day, and we can't think of anyone else who set a motorcycle record and got a car into the "Two Club" on the same day.

Floridian Guthrie ran the TZZs in 175cc (as a single), 350cc (as a twin), and 500cc (as a four) combinations this year, de-boring and using only as many holes as needed. He looks at all classes from 175 to 1000cc except 250cc. He's penalized on the low end by carrying around so much weight in the form of unused metal, and on the high end by running in the 1000cc class with 751cc. Mostly he doesn't go for records he already holds, and a few records he tries to leave alone for historical reasons, for instance Brian Eriksen's 1977 mark of nearly 160 mph with an RD350.

The SCTA requires a designated gasoline to be used for record runs,

Florida's Scott Guthrie set 10 records aboard his Yamaha TZ750-based land speed machine. Guthrie modifies the bike to run in various classes.



and many entrants found this year's gas, California Gold, to be unpredictable. Guthrie used the single for a sacrificial lamb, ran it not-too-fat on Sunday, and blew the crankcase in half. The smaller displacements are also handy for using the less strong parts that pass magnaflux but are not tops, are flawed or used but have had much loving care lavished on them. Guthrie's Bonneville operation, too, is year-long, with mechanic Jon Nalon working 15 to 20 hours a week on the bikes the other 51 weeks of the year. Much effort goes into determining what parts will work together, into building up the different sizes, drawing on Guthrie's collection of TZs and parts; he has most of the TZ750 market in the Southeast cornered.

Cal Swanson of Princeton, Illinois, had the third fastest bike, record-wise. Inspired to run at Bonneville by a fellow Illinoisan, Kawasaki expert Bill Wirges, Swanson ran in the P-1300 classs in '86 with the strong '85 Suzuki 1150, reworked it for '87, redid it over last winter, and went 195 and some change this year in the APS-AB-2000 class. The bike, now 1325cc, features MTC pistons, Falicon welded crank, Jesse Gatlin headwork, S&S carb, Bill Hahn mag, Holley fuel pump, and Mr. Turbo kit. Douglas McEng of Sterling, Illinois, tuned and built the motor. Swanson is interested in running Wirges' streamliner, perhaps; the exciting, showy 'liners are always welcome at the salt.

With just a tad slower record of 194.618, the Big D crew of Dallas were also crowding the 200 mark. Rider Jon Minnono had the Triumph Trident to over 202 on a couple of runs but was not able to back it up. The main weak point was turbos, which were old ones from their store of parts. Minnono says they will have new turbos next year, especially as the old ones were all used up this week. The 1972 860cc Trident motor was built by Big D and has Triumph heads, Aries pistons, Triumph rods and crank, Megacycle cam, Hilborn pump, and Darcy ignition. Ed Mabry, a very experienced drag racer and builder of race car chassis, built the frame and external engine parts such as the injectors and the turbo mount. They were pleased that they successfully made over 20 runs on the engine, this year and in '86, and because it's uncommon to run so fast with that few cubes (Bickford and Ranger's 900cc Honda is the only other bike that comes to mind).

After getting production records in their respective classes, Gerry Whitehouse of Tri-State Express ran his new Suzuki 1186cc Katana against Doug Meyer of Dublin Kawasaki's 997cc ZX-10 Ninja on Friday to get long-course stickers (over 175 mph) and see which bike was fastest. Both changed to 38mm Mikuni carbs. Whitehouse went to Vance & Hines pipes, Meyer to Rob Muzzy pipes. Meyer took the Mikunis off, however, deciding the power delivery was too abrupt. With these changes the ZX-10 ran 175.819 and the Katana 176.366.

Internal engine work is permitted in the Production class, though the rules are very serious about the bike looking stock. The Suzuki has heads by Flying Horses Racing, HMP pistons, Vance & Hines cams, and is sponsored by Harry's Machine Parts of Framingham, Massachusetts. The Kawasaki has heads, rods, and pistons modified by Meyer, Megacycle cams, Andrews coils, a Falicon crank, and is sponsored by Dublin Kawasaki of Dublin, California/Shoei/Andrews/Megacycle and Metzeler.

Three bikes featured Luftmeister turbo kits, the Becker-Lyon-BMW streamliner, Luftmeister President Matt Capri's own street bike, and Skip and Pam Baker's sidecar outfit. Mike Becker of Colorado started the 'liner, with chassis by a Pike's Peak Hillclimb builder. The body is from molds owned by Bob George, who used to go very fast at Bonneville with Harleys, and fit the chassis reasonably well, with some shimming. The engines are from a three-year project of Capri's, researched up to now at the El Mirage Dry Lakes' meets in southern California, at an undisclosed lake-bed location in Nevada, and on the dyno. The goal was to produce very fast four-cylinder K-engined BMWs using catalog parts. The bikes used eight to 12 pounds of boost at Bonneville, the street range for the K100, though 12 is said to be an "Oh God" level. The three-cylinder K75 engine in the 'liner with its K100 pistons and compression ratio of only nine-and-a-half to one could use 16 to 18 pounds.

Driver and mechanic Ken Lyon, with several years of previous Bonneville experience but none in streamliners, did not fall down, as so many do to start, and by Wednesday had a record in the S-AB-750 class of 182.732, overriding a 1977 speed of 163.122 by Jon Minnono. He credited the previous development of the engine, its careful break-in, its preparation by Luftmeister Tech and R&D Manager Mark Volkomener, and stability of the bike, which uses center-hub steering. Most of the body was still in the shop, as construction is ahead of schedule; only the front was used. Doubtless this vehicle has much more potential, with full streamlining, more boost, and also with the alternate K100 engine.

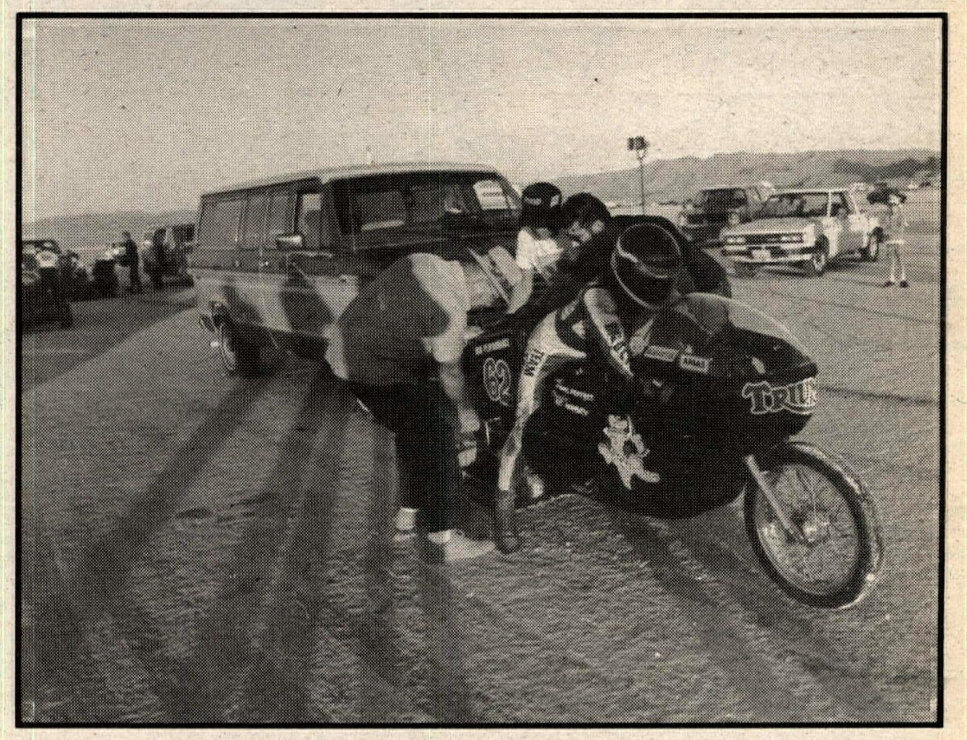
Capri's bike, though it went close to 200 mph, had two problems. Through an oversight the fairing was designed with too long a nose, preceding the front axle. This is going to be a much discussed point at Bonneville from now on, because many contemporary bikes are being made with such fairings. They are allowed to run in Production classes when they come with the bike, but when that motorcycle moves into a Modified class it is disallowed.

Originally this rule was for safety reasons. But technology has changed, and riders of these contemporary bikes say they experience no instability. In Capri's case, he tried cutting off the nose to make the fairing legal, but with the flat front he then found the bike too unstable to make the time comfortably.

According to Volkomener, Capri's bike and the sidecar got shot down by the California Gold gasoline, which clogged the injectors, changing the spray pattern and burning a hole in the piston. Other competitors had trouble with injectors or filters, reading the plugs, or having to use strange jetting. Volkomener rebuilt engines three times and finally ran out of parts. Capri's fastest run with his street bike, a first-year 1985 K100 was 198.974, but on the crucial return record run the injector problem surfaced. Time miles are different for SCTA and FIM; the time for SCTA was sufficient, but the record was disallowed because of the fairing. The return FIM time was too low because by then the bike had broken. The Baker sidecar also failed in record runs because of the injector problem.

The company which formerly provided the SCTA racing gasoline, SoCal, is now out of business; it is highly unlikely California Gold will be used again. Plans are already

Wiltz Wagner pushed his Kawasaki to a record in the M-AG-100 class with a 95.706 mph run, beating the old mark by just over two mph.



Ed Mabry rode the Big D Cycle Triumph down the Salt Flats to a new APS-AB-1000 class record, beating the old mark by only .107 mph.

underway for a legal fairing for next year; Capri would really like a record over 200 mph for the bike he rides to work every day and catalog parts.

Of the smaller motorcycles, a notable one was the tasty Can-Am 175cc two-stroke of Californians Jim Raymond and Ron McCabe. They chose it as an affordable project, doing all their own engine and transmission work and building the fender and pipe. Both have been involved with motorcycling since they were kids; Raymond used to ride enduros and McCabe still rides trials. Running in the gas and fuel classes, M-AG-175 and M-AF-175, Raymond and McCabe raised the 1977 records by seven and nine mph respectively, a respectable gain at speeds just over 100.

This year's Speed Week was notable for the number of women participating. In the years of motorcycle involvement in the meet, only a handful of women have ridden. Pam Baker, Maria Briggs, and Teresa Kincaid, age 72, drove or passengered in sidecars.

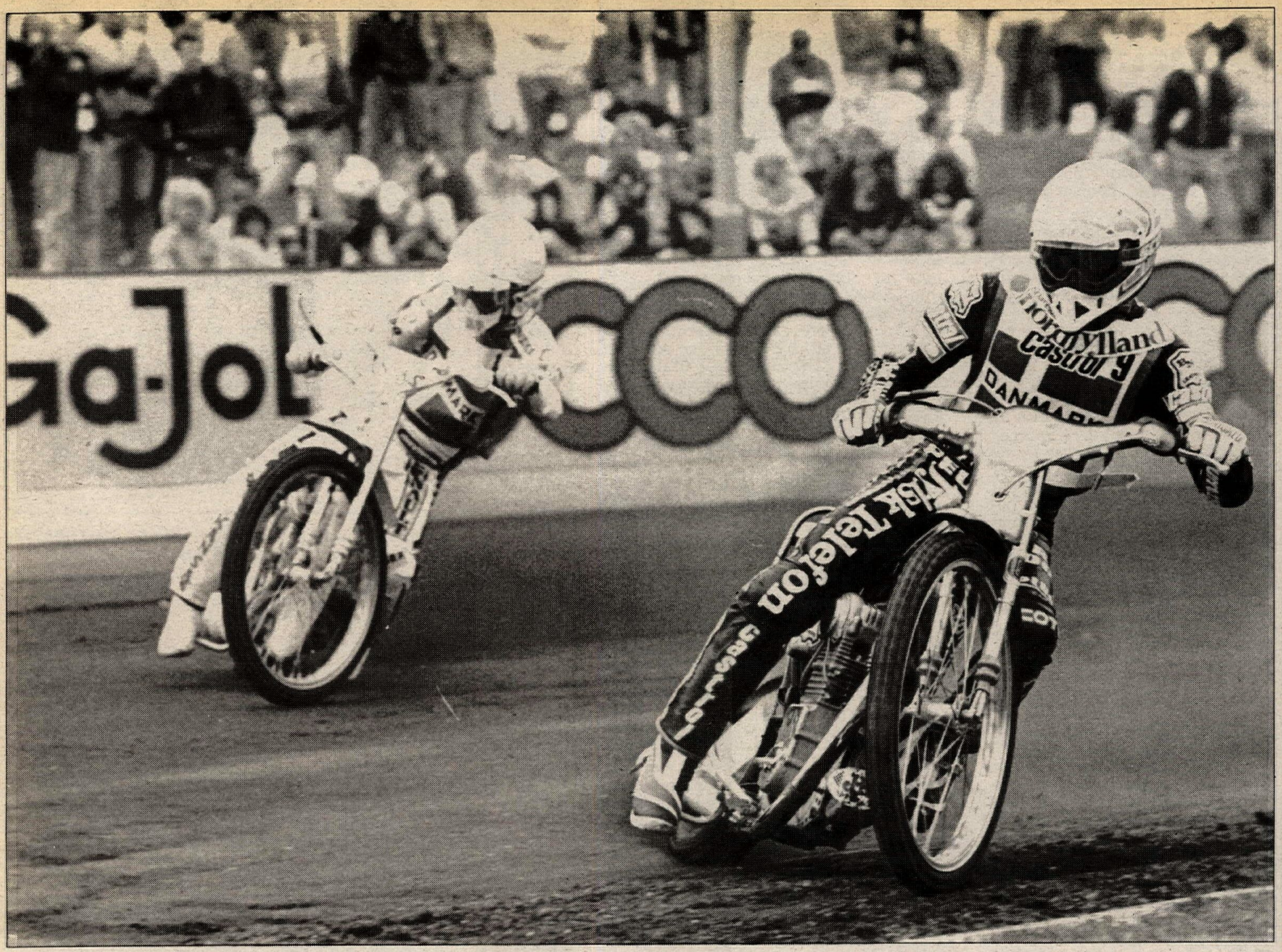
Also, two daughters of participants, Belen Wagner and Frances Stark, got records. Belen's father Wiltz is a trials and ice racing rider and prepares their bikes. This year's was a year-old Kawasaki KX80 in a 100cc class. Last year's successful attempt was on a Fantic street bike brought into the U.S., though not usually imported, because Wagner Sr. knew of Fantics through trials riding.

At the end of the meet Frances Stark had raised the record almost 11 mph in the P-250 class with an imported two-stroke twin, the Suzuki RG250G, upping it several times during the week. SCTA Production class rules do not require bikes or parts to be legal for U.S. street use. Her father DeWayne qualified at 170.414 on a 168.874 record but snapped a rod on the down record run Friday with his '82 Kawasaki KZ1100 now 1268cc.

Sidecar activity was the greatest ever. The second street sidecar was a Kawasaki with a Watsonian chair which got both SCTA and FIM records. The SCTA record of 117 was over a minimum of 115; minimums are set for new classes opened. The FIM time differed only in fractions and was open. FIM sidecar rules were more realistic a few years ago and all the old records retired.

Bob Bakker and Larry Coleman, with passengers Warren Ryan and Mike Taylor, set records in blown and normally aspirated classes, respectively, on beautiful racing

(Continued to page 21)



Erik Gunderson (on the outside) won the World Championship Final after a runoff with fellow Dane, Hans Nielsen (running inside).

World Championship Individual Speedway Final

Danes 1-2-3, Ermolenko fourth in Denmark

By John Hipkiss
VOJENS, DENMARK, SEPT. 3

Sam Ermolenko, the lone American entrant, failed in his bid to break the Danish monopoly in the World Championship Final at Vojens. The Final was being held in Denmark for the first time and the Danes were determined to make the most of the occasion. They succeeded in spectacular style by filling the first three places and relegating Ermolenko, who was third in Amsterdam last year, to fourth.

The title went to Erik Gundersen, winner of the World Championship in 1984 and 1985, who beat the man who took the title from him two years ago, Hans Nielsen, in a runoff after both had scored 14 points. Third spot on the victory rostrum went to 25-year-old Jan Pedersen who finished one point down on the leaders with Ermolenko a further point behind.

In the early stages it appeared as though the 27-year-old challenger from Maywood, California, might upset the Danes. He was impressive in winning his first two races and was running neck and neck with Gundersen in the score chart after beating England's Kelvin Tatum in his opening heat and leaving Pedersen behind the next time out, but the situation changed when he clashed with Nielsen in his third race. Ermolenko was on the outside and although he gated well Nielsen quickly found a way past and the Californian had to be satisfied with second place.

Ermolenko was still in contention but his hopes were dashed in an unlucky 13th heat when he met Gundersen. Ermolenko was pleased to have the inside lane on the Dane but he could not match Gundersen's speed from the tapes and while he was concentrating on the ex-champ, Sweden's wild Per Jonsson, who had already been disqualified in an earlier race for bringing down Nielsen, charged into the fray. Ermolenko was taken off his line and while he diced with Jonsson, Gundersen shot away to collect his fourth win of the meet. Jonsson won the battle for second, leaving Ermolenko three points down on the leader and although he hit back in his final ride by winning a wheel-to-wheel battle with Brit Chris Morton, his 12 point total was not enough to give him a place on the rostrum.

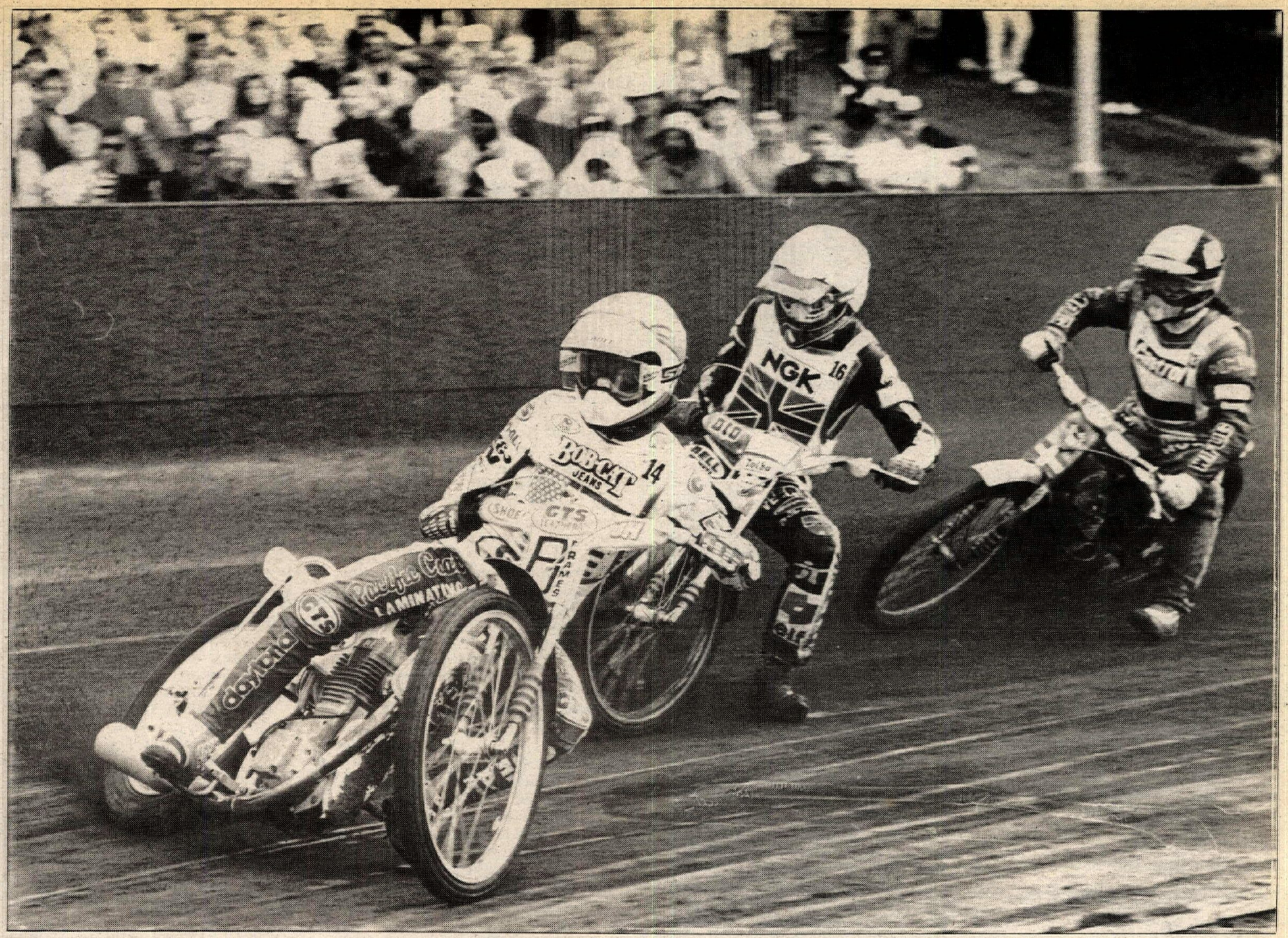
Ermolenko was overtaken in the score chart by Pedersen who recovered from second place rides in his opening two races to clock three wins. Pedersen was the only man to beat Gundersen who rides for the same Cradley Heath Club in the British League.

It seemed Pedersen might have dented his clubmate's chances of regaining the title when he swept past him in his final race, leaving Gundersen to face a high tension run-off with his arch rival Nielsen, but Gundersen was not worried. While the two contestants were preparing for the showdown, another heavy shower soaked the track and after winning the toss for starting positions Gundersen chose to take the outside lane.

He made the right decision. While Nielsen spun at the gate, Gundersen shot away and although Nielsen gave chase he could not close the gap. In the end Gundersen won by a wide margin to take back the World Championship crown which Nielsen snatched from him in 1986.

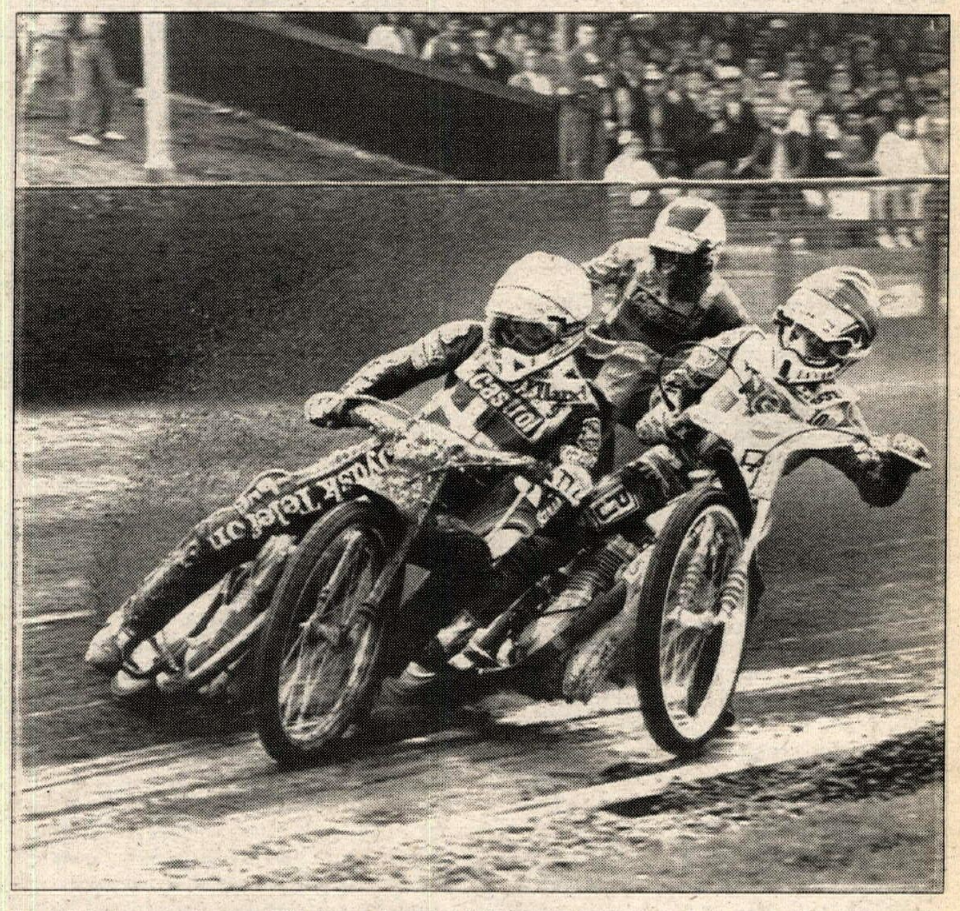
While Gundersen celebrated, Nielsen was left to ponder on his failure to become the only rider to win three successive Individual Finals since Ivan Mauger completed the hat trick in 1970, but Nielsen could be pleased with the fact that he had contributed to a magnificent triumph for Denmark, who became the first nation to make a clean sweep of the medals since Sweden in 1961.

Gundersen was not concerned by the fact that his only defeat came from teammate Pedersen. "Jan took a good line and I could not get past him, but I knew if there was a run-off I should still win the title. I had beaten Nielsen once in the match and there was no reason why I should not do it a second time," said Gundersen. "I was feeling good; I just knew it had to be my day and



The fourth-place finisher, Californian Sam Ermolenko, leads Englishman Kelvin Tatum and Czechoslovakian Roman Matousek.

The dominating Danish squad (from left): Second place Hans Nielsen, winner Erik Gundersen and third-place man Jan Pedersen.



Danish racer Hans Nielsen leads fellow countryman Jan Pedersen in race three — which was restarted three times due to mud.

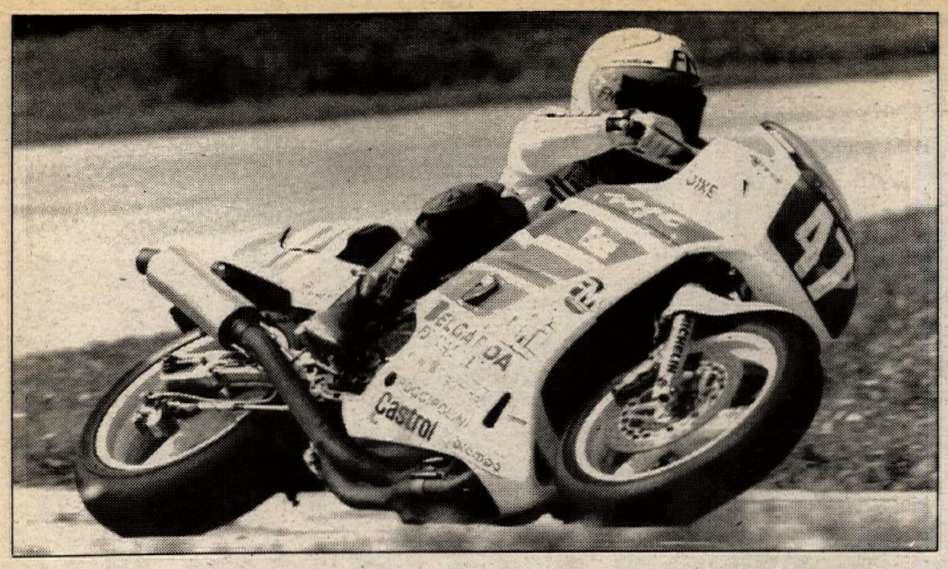
it's a great day for all of us. It was a great thrill to win my first championship in 1984 but to win it for a third time in front of my own people was something special."

For Ermolenko, third in 1985 and again last year, there could only be disappointment. As the only American to reach the Final he was pleased he had been given an advantageous draw. He had the inside lane on all his chief rivals apart from Nielsen but a freak thunderstorm less than two hours before the scheduled start flooded the track. The ground staff worked frantically to repair the damage and mop up the surplus water and the circuit was perfect for racing after the first few heats, but the advantage of the inside lanes was nullified.

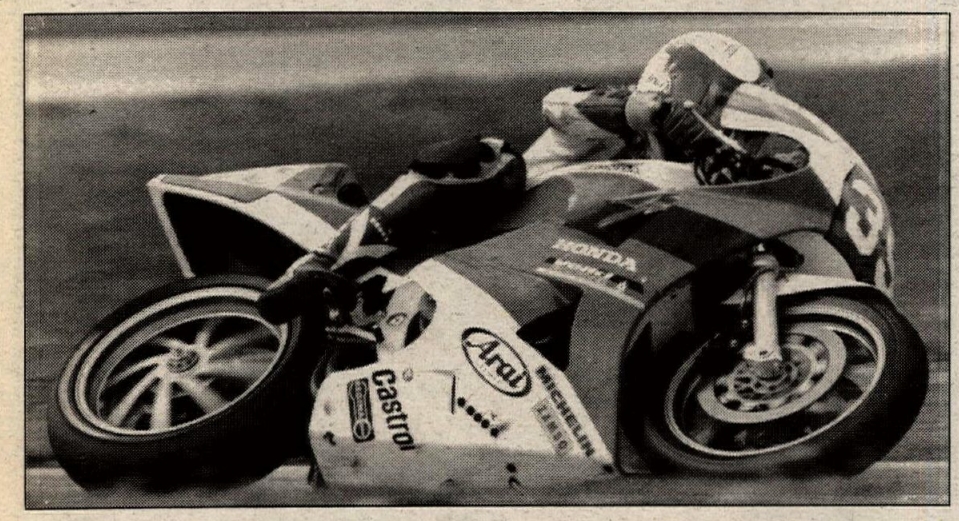
"It was really disappointing because I felt I could do it this time," said the dejected Ermolenko. "After winning my first two races everything was going fine, and even when Nielsen beat me in my third heat I was sure I could come back. But when I finished third to Gundersen and Jonsson my chances were gone."

Results

FINAL: 1. Erik Gundersen-Denmark (14); 2. Hans Nielsen-Denmark (14); 3. Jan Pedersen-Denmark (13); 4. Sam Ermolenko-USA (12); 5. (TIE) Per Jonsson-Sweden/Simon Wigg-England (9); 7. (TIE) Roman Matousek-Czechoslovakia/Kelvin Tatum-England (8); 9. Conny Ivarsson-Sweden (7); 10. (TIE) Chris Morton-England/Antal Kocso-Hungary (6).



Fabrizio Pirovano picked up the series point lead after winning in France. Eric Delcamp was second ahead of Stephane Martens.



Fred Merkel was second in the point standings after Japan, but dropped to third after a disappointing seventh in France.

World Superbike Championship: Round 5

Goodfellow shocks 'em in Japan

By Ken Frankel

SUGO, JAPAN, AUG. 28

New Zealander-turned Canadian Gary Goodfellow turned in an impressive performance on his Suzuki GSXR750 to win the fifth round of the World Superbike Series in Sugo, winning the first heat and finishing third in the second.

Goodfellow, while still feeling the effects of a wrist and foot injury suffered earlier in the year, qualified his Suzuki 12th on the 39-bike grid, but got a good start in the first leg and was always near the front. Despite a pit stop to replace his rear rain tire, which was deteriorating rapidly on the drying track, he regained the lead two laps from the end to win the first leg over Honda's Fred Merkel and Suzuki-mounted Yukiya Oshima.

Starting just after a heavy rain that drenched the opening ceremonies, Australian Michael Doohan took the early lead, but the Marlboro Dealer Team rider crashed on the opening lap. He remounted, but lost four laps and could only manage a 31st in that opening segment.

In the mix-up that followed, Kenichiro Iwahashi and his Honda VFR750 took the lead for the next four laps, followed by Saito, as Goodfellow wisely decided to let the Japanese leaders fight among themselves, staying carefully in third place. When Saito slid off the track on lap five, and Iwahashi did the same on lap eight, Goodfellow retook the lead and then gradually began to draw away from the competition until he had a 20-second cushion over second place (and second fastest qualifier) Yamaha's Kunio Machil.

All of the foreign riders had been saying that Machil was the fastest Japanese rider in the event, and as the racing line began to dry out and Goodfellow's rear Dunlop turned to chewing gum, Machil took over the lead on lap 10. Goodfellow, meanwhile, gambled on a Yoshimura-styled pit stop for a rear tire change. The Yoshimura team was fresh from the Suzuka 8-Hour experience at quick pit-stops and had him back out on the track in fifth place. He was down 30 seconds, but fitted with a new Dunlop slick.

Machil continued in first place on his Michelin "wets," followed by three other Japanese riders as Goodfellow began to cut their lap times by three to five seconds per lap for the remaining 10-laps, passing rider after rider. Finally with two laps remaining and less than a four-second gap between them, Machil ran off the course under pressure; he later reported that he had been suffering from a sticking throttle, forcing him to use the kill switch going into the corners.

Goodfellow, who had been planning to take the lead on the last lap while going down the main straight, was more surprised than anyone else as Machil ran off the course and stopped on the grass area right in front of him. Goodfellow led on lap 24 and took the checkered flag on lap 25, but had to almost be carried onto the winner's podium, in obvious pain, but happy!

"It was incredible," he said. "I only hoped to finish and gain some points; I never dreamed I'd be up here. I'm certainly glad I took the gamble and stopped for that new Dunlop slick. I've ridden with Michelin riders before in these kind of conditions and knew that as the line became dry their tires would still be strong. I especially think it's great for Suzuki and Yoshimura to be winning their first race in this series."

Finishing a distant second was Merkel, who had qualified seventh but had a terrible start and battled back from about 20th; he finished the 25-laps nearly 30 seconds behind Goodfellow. Merkel was also nursing an injured "money hand" (his throttle and brake right hand), and was only hoping to finish for some points. He was overjoyed with the points that went with second place, as he moved into second place, in the championship series behind Bimota-mounted Davide Tardozzi. Tardozzi didn't pick up any points and was out after only 19 laps.

Also out of the points with a crash was Fabrizio Pirovano, who ran into the Swiss rider Edwin Weibel on lap nine. Australian Michael Dowson, Doohan's Marlboro teammate, had moved up to fourth place after 12 laps, but lost the front end and crashed.

Oshima, another Yoshimura-Suzuki GSXR750 rider, finished third after battling through the Japanese dominated mid-field pack. Stephane Mertens, Tardozzi's Bimota teammate, was fourth, followed by Yamaha-mounted Watanabe, and Australian Robert Phillis on the only Kawasaki Superbike in the race; a ZX750R code name bike, but actually the GPX750. Aaron Slight from New Zealand was seventh on a stock Bimota YB4 privateer entry.

Virginio Ferrari, racing for Moto Club Milano on a Honda RC30, finished 10th with Marco Lucchinelli's 851 Ducati placing 12th. Anders Andersson of Suzuki Sweden was 15th, Jari Suhonen of Finland was 10th, and Australian Malcolm Campbell on another Honda RC30 was 17th.

The second heat was run under dry conditions, but that certainly did not serve to prevent any crashes or lower the competitive excitement which had the 45,000 spectators on their feet.

Starting again from the same qualification grid as the first heat (Lucchinelli, Machil, Dowson and Tardozzi on the front row, with Doohan, Iwahashi, Merkel, and Saito on the second row), Fabrizio Pirovano and his Yamaha was a jack-rabbit from his 11th position on the third row and was first into the corner, followed by Dowson, Merkel, and Lucchinelli. The Italian former World Champion's big 851 Ducati was definitely the fastest thing on the weekend and he soon roared past all of them on the back straights to take the lead on lap one; he was followed by Dowson, Pirovano, Martens and then Merkel. Mertens mysteriously dropped the Bimota just before going through the "esses" on the second lap and then restarted, after dropping either gasoline or oil at the entrance to the corner.

Maintaining his lead on the third lap, Lucchinelli's powerful drive was short-lived as his front tire came in contact with Mertens' previous lap oil-spill, and down he went. Right on his tail in second place was Dowson, and with the big red Ducati down and sliding right across the racing line through the oil there was nowhere for Dowson to go but down as well.

Luckily for Lucky, the Ducati slid gently up and over the corner banking onto the grass, but Dowson was not so fortunate as the Yamaha snagged on a foot-peg, flipped up into the air, and came down hard enough to scatter parts, including the gas tank, and burst into flames.

Everyone carefully avoided the two downed riders and their bikes, with Merkel seizing the advantage and taking over the lead, followed by Goodfellow. The Canadian, however, smoothly out-cornered Merkel in the first and second right-hand corners (the hairpin) and then took an extremely safe line through the accident area at the "esses".

Merkel, however, didn't take heed, and with his "money hand" grabbing an uncontrolled handful of front brakes, he was brought down quickly. Falling onto his already injured hand.

At this point, the race was wisely red-flagged. The track was scrubbed down at the accident area and the emergency helicopter was brought in to dry the remaining water before the restart of the second heat. The new grid was minus Lucchinelli, Machil (who had crashed at the chicane), Dowson and Noguchi. This grid reflected the positions at the start of the third lap: Merkel, Goodfellow, Iwahashi, Waibel, Doohan, Tardozzi, Phillis, and Saito in the first two rows.

Thirty-six bikes started what was to be a 22-lap race, and the final results would be determined by adding the times from both legs of the second heat.

At the green light, the Italian hard-charger Pirovano shot from his 12th position on the fifth row to arrive first at the first corner. "I think he crossed the starting line even before I did," said Goodfellow, adding that "Pirovano must be an ex-motocrosser, because it seems that he's always looking for an outside berm that just doesn't exist in road racing."

Phillis briefly took over the lead but was soon passed by Doohan and then challenged by Ferrari's Honda RC30. Goodfellow was back in sixth place at this point and began working his way forward to move into second place on lap 12. A tiring Goodfellow, however, was soon passed by Kenichiro Iwahashi while Tardozzi moved from 12th to fourth place.

At the finish line it was Doohan, followed by Iwahashi, Goodfellow, Tardozzi, Weibel, and the young Scottish challenger Brian Morrison. Unfortunately for Morrison, Phillis was able to combine his first and second heat times to best Morrison by four seconds in the final results, so Morrison was listed on the official results as finishing seventh, despite receiving the sixth place trophy in front of the fans. Behind Morrison came Ferrari, Yadaski Hanamura, and Pirovano, to round out the top 10. •

Results

HEAT 1: 1. Gary Goodfellow (Suz); 2. Fred Merkel (Hon); 3. Yukiya Oshima (Suz); 4. Stephane Mertens (Bim); 5. Mitsuaki Watanabe (Yam); 6. Robert Phillis (Kaw); 7. Aaron Slight (Bim); 8. Tadaaki Hanamura (Hon); 9. Koichi Kobayashi (Hon); 10. Virginio Ferrari (Hon).

HEAT 2: 1. Michael Doohan (Yam); 2. Kenichiro Iwahashi (Hon); 3. Gary Goodfellow (Suz); 4. Davide Tardozzi (Bim); 5. Edwin Weibel (Hon); 6. Robert Phillis (Kaw); 7. Brian Morrison (Hon); 8. Virginio Ferrari (Hon); 9. Tadaaki Hanamura (Hon); 10. Fabrizio Pirovano (Yam).

POINT STANDINGS: 1. Davide Tardozzi (58); 2. Fred Merkel (47.5); 3. Fabrizio Pirovano (44); 4. Mario Lucchinelli (43); 5. Stephane Mertens (322.5); 6. Joey Dunlop (30); 7. Alex Vieira (29); 8. Adrien Morillas (26.5); 9. Edwin Weibel (23.5); 10. Roger Burnett (22.5).

World Superbike Championship: Round 6

Pirovano takes win, points lead in France

By Kel Edge

LE MANS, FRANCE, SEPT. 4

Italian Fabrizio Pirovano used all his motocross experience to master the difficult conditions and win his first World Championship Superbike race. His win puts him at the top of the table, just two points ahead of Davide Tardozzi, who in turn is 4.5 points in front of Merkel.

The variable conditions throughout practice had left few riders with enough time to set their bikes up properly, but Marco Lucchinelli grabbed the pole on his Ducati, ahead of Christophe Bouheben's RC30 Honda and Pierre-Etienne Samin's ZX Kawasaki. In a surprise fourth place was Cagiva GP rider, Raymond Roche, on the second factory Ducati 851. Roche had been drafted onto the team to help Lucchinelli's bid for the championship and will probably be riding in the next round in Portugal as well. Bimota's Tardozzi showed his dislike of the damp and could only qualify fourth, ahead of teammate Stephane Mertens.

The French organizers had decided that instead of the normal Superbike two-leg formula, there would only be one race of 24 laps. The race started in heavy drizzle and the entire grid was on full wet tires — although there was a variety of different compounds. Pirovano and Mertens opted for the harder Michelins and their choice proved them correct.

As the light turned to green, the 34 riders disappeared up the straight in a shower of spray. At the end of the first lap, Eric Delcamp led on the Kawasaki from Rymer and Samin. Behind was a pack of riders including Vieira, Burnett, Merkel, Pirovano, Bouheben and Lucchinelli.

In close contention was Mertens, but his teammate Tardozzi was having an unhappy time in the damp, slippery conditions. Rymer nearly came off but managed to stay on, though he dropped down to seventh position. Delcamp extended his lead to 17 seconds, but in the second half of the race his visor started to mist up and the pack began to catch him. Merkel fought his way up to second but he also dropped back after a few laps, when the foot he injured in an Italian Championship race started bothering him.

This allowed Pirovano on his steel-framed Yamaha to move up and contest the lead. On his way he used his considerable motocross experience when he had to do a bit of grass-tracking on the fast left-hander at the back of the circuit. By doing so he actually moved up a couple of places and nearly collided with Burnett when he rejoined the track. Once in second position he set about catching and passing the slowing Delcamp. Meanwhile there was a tremendous battle going on between Burnett, Merkel, Mertens, Vieira, Bouheben and Rymer.

With less than three laps to go, Pirovano took the lead and held on till the checkered flag. Delcamp managed to hold on to second place, ahead of Mertens. The two Honda France endurance teamsters Vieira and Bouheben were fourth and fifth, just ahead of Merkel, Burnett and Rymer.

On the rostrum, Pirovano was in tears as he celebrated his first Superbike victory. Totally unknown at the start of the season, he now finds himself at the head of the championship. With only three rounds to go, the inaugural World Superbike Championship is still wide open, and any one of five manufacturers can take the title. ●

Results

1. Fabrizio Pirovano (Yam); 2. Eric Delcamp (Kaw); 3. Stephane Mertens (Bim); 4. Alex Vieira (Hon): 5. Christophe Bouheben (Hon); 6. Fred Merkel (Hon); 7. Roger Burnett (Hon); 8. Terry Rymer (Hon); 9. Marino Fabbri (Bim); 10. Marco Lucchinelli (Duc); 11. Jari Suhonen (Yam); 12. Davide Tardozzi (Bim); 13. Anders Anderson (Suz); 14. J.Y. Mounier (Yam); 15. Mark Linscott (Hon).

WORLD S/BK C'SHIP PT STANDINGS: 1. Fabrizio Pirovano (64); 2. Davide Tardozzi (62); 3. Fred Merkel (57.5); 4. Marco Lucchinelli (49); 5. Stephane Mertens (47.5); 6. Alex Vieira (42); 7. Roger Burnett (31.5); 8. Joey Dunlop (30); 9. Eric Delcamp (29.5); 10. Christophe Bouheben (28).

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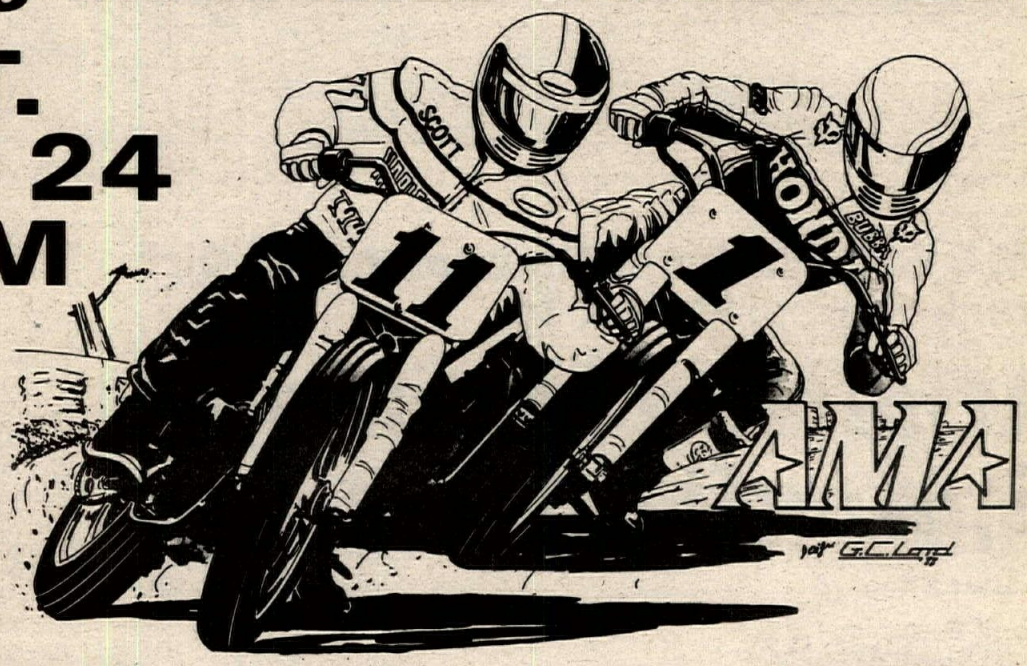

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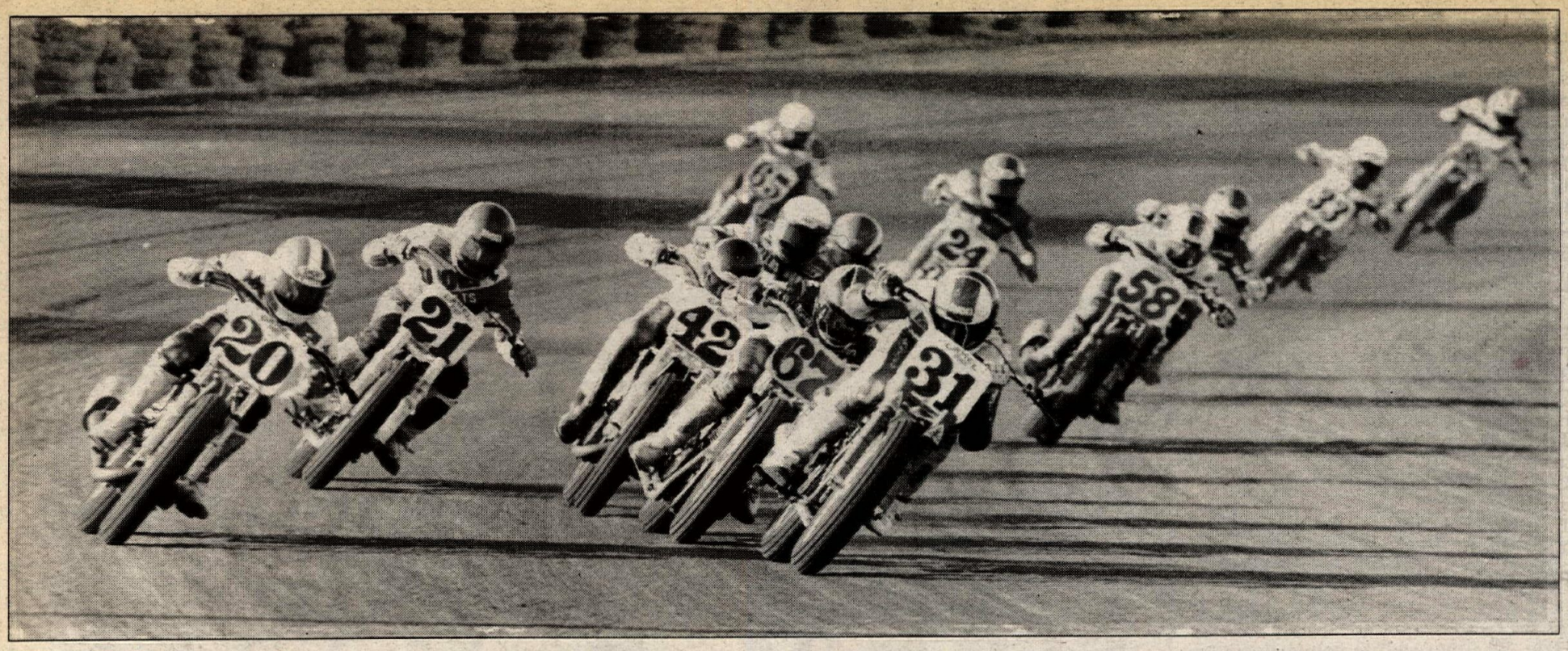

Dan Ingram (31) leads winner Kevin Atherton (67X), Chris Carr (20), Steve Morehead (42) and the rest of the 600cc National.

AMA 600 National Championship Dirt Track Series: Round 16

Atherton storms to Springfield win

By Bert Shepard

SPRINGFIELD, IL, SEPT. 3

Woods-Rotax rider Kevin Atherton added an additional item in the 600cc National record books with his win in the Springfield Mile. In July, the White Pigeon, Michigan, rider became the first Junior-ranked rider to win a half mile National, and today he added a mile National to his credits.

The event, however, was marred by the death of Salinas, California's Joel Green. Green was killed instantly when he crashed on the front straight in the first semi.

Controversy surrounded the second, third and 14th place finishers in Springfield. Honda-mounted Dan Ingram ended up second with Steve Morehead third on the KK Motorcycle Supply-sponsored, Hank Scott-built entry.

The controversy stemmed from a split main event format. The race was billed as a 25-mile event, but it wasn't until race day that the AMA or the riders realizeD that the gas tanks on the current 600cc machines will not hold enough fuel for 25 miles. The decision was thus made to run 13 laps, stop for an eight-minute "fuel stop" and then run the remaining 12 laps. The starting order in the second leg would depend on one's finishing position in the first. An initial point of conjecture was the second leg starting procedure — it would be a double row start; many riders thought a single-row format would be more appropriate.

The scenario for controversy began during the first leg when Chris Carr suffered a flat tire and lost eight laps. The AMA, however, allowed Carr to start the second half of the race at the tail end of the field. After two laps the recently-crowned 1989 600cc National Champion was with the leaders and battled with them to the finish, causing a few racers to be upset after the event.

"Hell, he was eight laps down, why didn't he get out of the way?" questioned a less-than-happy Morehead. "He lapped me at Peoria and I showed him the way!"

A little less vocal was Ingram. "I agree with Steve 100 percent," he said.

"No one in an AMA shirt told me I couldn't do what I did," Carr explained. "No one ever threw a blue flag (a flag used to tell riders to move over for the leaders)."

When referee Duke Oligees was questioned about the use of a blue flag in this instance, he commented, "It was not a blue-flag situation."

Time trials

The Springfield Mile facility was groomed to perfection and proved to be very fast in practice as David Durelle proved. Durelle had his Rotax circulating the oval at over 104 mph in practice, but the Minnesota rider could only muster a 35.996-second lap for the third fastest qualifying time when it counted. Kevin Atherton blistered the field by over half a second at at average speed of 102.258 mph to take the top qualifying spot. Brian Villella was the second fastest and happened to be very lucky; Villella borrowed Carr's spare bike when his stuck a valve prior to time trials.

Carr was fourth followed by Brian Atherton, Dave Hebb, Mike Green, Donnie Howard, Ted Taylor and Dan Ingram. A 37.948-second lap proved to be the cutoff time turned in by Ed Braasch.

Heats

The thin Springfield crowd was about to witness some of the closest racing in AMA history as equipment parity made drafting a necessity.

The youngest Atherton broke the draft early and disappeared in heat race number one on the Perry's H-D/Ron Wood/Arai/Tsubaki/Farver Sawmill/Hog Wash/NHI/Amsoil/Sunoco Racing Fuel-sponsored Wood Rotax. Turns one and three got a workout as Taylor, Eric Graybeal, Will Davis, Brian Duncan Don Howard, Greg Wagenknecht, Joel Green and Andy Tressor practiced their drafting techniques. Almost every lap saw the seven riders five abreast in the turns, but with three laps to go Atherton and Graybeal had some breathing room on the war for the final direct transfer spot. Howard led when it counted and sent Wagenknecht, Davis, Green, Duncan, Tressor and Kris Kiser to the first semi.

Randy Texter's reflexes put him on the penalty line for the second start of the second heat. Honda pilots Poovey and Ingram led the field after one tour, but Bryan Villella was on the move and used turns one and three to put himself on the point. Ingram tucked in behind Villella and gave his Bubba Shobert-sponsored TT bike a test. Texter's charge from the penalty line brought him into clean air behind Poovey. Mike Reid was fifth followed closely by Eric Gruber and Hill. With three laps to go, Gruber was momentarily in front of Texter, Reid, Hill and Poovey. Villella and Ingram, meanwhile, were safe out front. The bulk of the field stuffed and shuffled at every opportunity, and at the checkers Poovey beat Texter by the slimmest of margins. Texter, Gruber, Hill, Reid, Willie McCoy and Jason Fletcher would fill the first semi.

"I want to thank Chris (Carr) for the ride," Villella said. "I wasn't used to the suspension, but once I got out there it worked great. We will just have to see what happens. Now that I am swinging a hammer (in reference to his new carpenter's job) my throttle hand is ready."

Scott Stump and Peter Hook had the field covered at the start of the third heat. Pole sitter Durelle and Dave Hebb quickly took over, however, with a draft pass in turn three. As the field settled down, Durelle towed Hebb and Hook. Meanwhile, Stump was stalked by Sal Hoffman and Mark Wyskiel. With five laps complete, Hebb kept Durelle honest while Hook fell prey to Hoffman, Wyskiel and Stump. Wyskiel then picked off Hauptman, Hoffman, Hook and Stump to become the second Junior in the National. Durelle was less than optimistic as his Wood-Rotax was beginning to miss; "It felt like it was running out of gas," he said later. "We looked it over and all we could find was a possible kill button short."

Carr gridded his H-D Motor Co. Harley-Davidson on the outside pole for the start of the final heat and he led a train of Morehead, Randy Triplett, Brian Atherton, Roger Durkee and David Camlin on the opening lap. Atherton was on the move, edging past Morehead in turn one of lap two. With five laps to go, Morehead got back in the draft of Carr and Atherton while Durkee's used air contained Triplett, and Recil Hart. Carr held on for the win, followed by Atherton and Morehead. Durkee, Camlin, Hart, Mike Patterson, Tom Ikey and Triplett were sent to do battle with six others in the semi.

The Pro-Am heats would send three riders to the main. Ohio's Mike Butler won the first with Pat Behrle and Bob Knapp finishing second and third, respectively.

Texas' newest star Mike Hale won the second Pro-Am heat with Kyle Long and Brad Blankenship earning tickets to the main with second and third place finishes. Hale's win would put him on the pole.

Michigan's Russ Crawford seemed to have the third heat covered until his Rotax expired at the start/finish on the ninth lap. Crawford's misfortune was Joe Houpt's gain as Houpt was lying fourth at the time. Rick Knuth assumed the lead and brought Greg Richards and Houpt with him. Audi Huff took charge of the final heat with Gordy Schopieray and Rich Anders taking the final two tickets to the main.

Semis

The two semis would only transfer one man to the main. The first semi was a 10-man race made up of, in any order you like, Gruber, Hill, Wagenknecht, Texter, Reid, Green, Davis, McCoy, Kaiser, Fletcher and Duncan. All 10 were either in the lead or near it during the 10-lap event. At the end of the ninth lap, Green struck the wall on the exit of turn four, lost control and crashed. Due to the subsequent red flag, Will Davis was declared the winner.

For the first half of the second semi there was a 12-man draft that defied description. At the halfway point a scorer's nightmare began to unfold as four of the five front runners had numbers in the high 70s, three of which were 77s: 77 - Stump, 77K - Hook, and 77P - Recil Hart. Camlin's 41P offered some relief until Sal Hoffman's 73 was added. The 77s took the top spots as Hart, Hook and Stump finished one-two-three.

Last Chance Qualifier

One more rider was needed for the $11,000 main event, and it was Sal Hoffman leading the eight others to the first corner in the Last Chance Qualifier. For the next 39 turns Hoffman, Hill, Triplett, Camlin, Texter, McCoy, Hook and Reid took turns in spots one through eight. On lap eight, Texter put his Harley inside leader McCoy for the lead. Two laps later the last ticket to the main was his.

Pro-Am main

The Pro-Am main was a showcase for the two fast qualifiers, Huff and Hale. The two well-seasoned riders split from the field in a two-man draft. With Huff and Hale out front Mike Butler ran a flawless solo ride for third place. At the checkers it was Huff and the Lillie Rotax in front of Hale. Long ended up fourth with Gordy Schopieray, Greg Richards, Pat Behrle, Bob Knapp, Rick Knuth, Joe Houpt and Rich Anders filling out the field.

"I kind of hoped I would get away early, but he made me work hard for the win," Huff said.

Runner-up Hale, who also survived a post-race teardown, said. "Gosh the gasket set is worth more than the tear-down fee."

600cc National

Thoughts of taking it easy during the first half of the split main event were dispelled from the start. Durelle surrendered the lead to Carr at the end of lap one, but Kevin Atherton was in a hurry and by the third lap was in front of the huge draft. Durelle, Carr, Morehead, Ingram, Villella, Graybeal, Davis, Wyskiel and Brian Atherton chased after the leading duo.

Carr, however, disappeared on lap five with a flat rear tire, and at the first checkers it was Kevin Atherton, Morehead, Villela, Davis, Poovey, Ingram and the rest.

During the eight-minute stop almost everyone turned their tires and had ample time to prepare for the real race. With Carr on their tail, everyone made the restart with Ingram, Atherton, Morehead, Graybeal, Davis, Poovey, Brian Atherton and Durelle making up the freight train. Carr, too, was soon amongst the leaders.

After six laps the field separated into a few distinct battles. Ingram, Morehead and Carr stalked Atherton while Durelle and Davis had momentarily lost touch with the leaders. Villela got around Graybeal, Hebb, Wysliel, Texter and Hart... and Donnie Howard would finish 15th with a broken oil ring.

With two laps to go, Poovey retired with a broken crankshaft, and the final laps were fierce. Ingram and Morehead worked on Carr and Atherton for the lead, but at the flag Atherton had made history.

"I never thought I would win a main event in 1989," Atherton said. "My goal was to finish in the top 10. I am second now." ●

Results

600cc NAT'L: 1. Kevin Atherton (W-R); 2. Dan Ingram (Hon); 3. Steve Morehead (H-D); 4. Bryan Villella (W-R); 5. Dave Durelle (Rot); 6. Brian Atherton (W-R); 7. William Davis (W-R); 8. Eric Graybeal; 9. Dave Hebb; 10. Mark Wyskiel; 11. Randy Texter.

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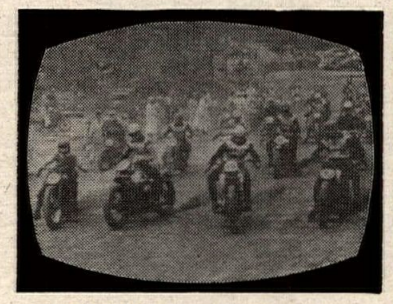

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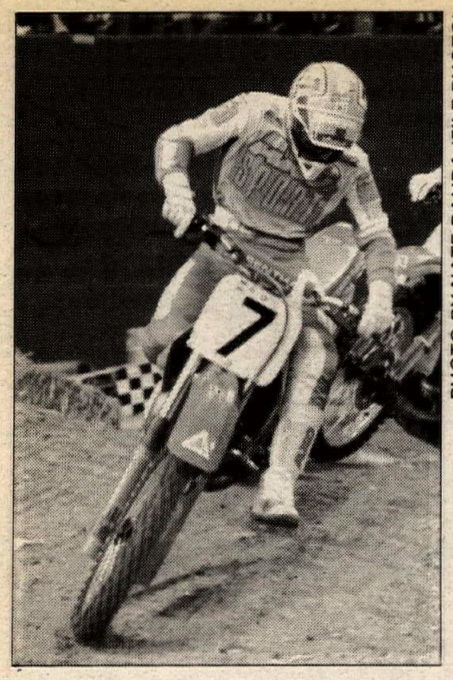

PHOTO BY NATE RAUBA (FILE PHOTO)

Australian Jeff Leisk won the Dutch Supercross over Jeff Ward.

Leisk leaps to victory in Holland SX

By Alex Hodgkinson

NIJMEGEN, HOLLAND, SEPT. 4

In a reversal of the fortunes from Friday's race in Sweden, the overseas contingent took the first three places in the third round of the Rodil World Championship at Goffert Stadium in Nijmegen on Sunday, and 250cc MX World Champion John Van den Berk was the only European in the first eight.

But it was not an American who did the winning, rather it was 23-year-old Australian Jeff Leisk, headed to Europe for the 500cc GPs in 1989, who won the main event after taking the lead late in the race from Jeff Ward with Broc Glover a close third.

The second best European was Peter Hansson, one of Friday's heroes, and the seven points he earned him ninth place lifted him to within two points of Rodil leader Leif Niklasson who was 16th in Nijmegan and thus failed to score.

Promoters Gerrit Wolsink and Joost Carlier once again had the weather gods on their side as the race was blessed with clear skies for the eighth successive year; heavy storms during the week, however, meant that the jumps rutted badly and many riders had trouble on landing. Micky Dymond had already discovered the danger during practice when he crashed heavily on a table top jump and wrenched his left shoulder.

Dymond fell again at the same jump in his qualifier, but without serious injury and the Yamaha star was able to recover quickly to transfer directly to the semi-final. In fact, in contrast to the muddy Swedish race, all nine Americans plus Leisk and Ross Pedersen transfered directly to the semi-finals and only Tyson Vohland failed to make the main although Billy Liles needed to go to the Last Chance after falling in his semi.

Ron Lechien had come through the pack to win a three-way battle with Glover and Holland for the win in the first semi, but the Europeans had offered more resistance in the second semi as Van de Berk chased Leisk all the way and Ward had to come through from a first lap crash to take third place late on from Peter Hansson.

The crowd, which at 25,000 was nearly 10,000 less than the number of paratroopers and glider troops who filled the skies over this part of Holland in the "Bridge Too Far" airborne invasion that took place 44 years ago to the month during WWII, went wild with delight as Van den Berk took the lead at the start of the 20-minute main event, and, with Leisk and Ward in his wheel-tracks, this trio from three continents on three different makes of machinery pulled away to decide the race amongst themselves.

Dymond had gone down in the first turn and had taken Lechien with him, and 100 yards further Liles had joined them on the ground. Only Lechien was to rejoin the race and he put in a superb ride to finish sixth.

On the third lap Leisk paid the penalty which so often befalls the middle man in a three-corner battle; as he tried to ride round Van den Berk it was Ward who took advantage on the best line to push him back to third. A lap later and Ward was leading! But only temporarily.

Van den Berk spun round in a turn and both his rivals went past but the energetic Dutchman was not prepared to yield yet. Recovering quickly, he dived for the inside at the next turn to block pass his way back into the lead!

Ironically, the same series of jumps over which he had regained those lost yards were to prove his downfall two laps later. Remounting in fifth, Van den Berk needed several laps to repass Holland for a well deserved fourth.

George Holland had held fourth from the start but had steadily lost ground from the first lap on and was passed by a hard-charging Glover on lap three.

Glover had been taking advantage of the leaders getting in each other's way to close the deficit, but once Ward and Leisk had a clear track with Ward about 30 yards ahead of the Australian, Glover could not gain any further.

Ward seemed to be marching majestically to victory, but suddenly in the closing stages his concentration lapsed momentarily on the tabletop jump which had claimed Dymond twice earlier in the day.

That meant Leisk was on his rear wheel and when Ward went down again on the next lap, the lead changed and the smooth riding Aussie was on the way to his biggest ever win.

Ward was clearly in trouble, having bent his gear lever in the second fall, and it was a hectic last lap as Glover sought a way past. He was never to find the gap he needed, having nearly gone down halfway round the lap as he touched Ward's rear wheel when the Kawasaki slewed sideways on the exposed wooden surface at the sand pit.

Van den Berk was a lonely fourth after repassing Holland and Lechien, Ryan and Johnny O'Mara were next in line.

The second best European, ninth placed Peter Hansson was the only other rider to stay ahead of Mike Healey and Ross Pederson in this overseas rout of the home stars.

Hansson had started eighth, but quickly moved past O'Mara and Healey for sixth, a position he held for a third of the race until Dave Strijbos got past, having come through from a poor start. The Cagiva rider was to hold sixth for only one lap before crashing out as he lost control coming out of a slippery turn and was forced to quit. Hansson reinherited sixth, and only in the final minutes could the visitors, led by the hard-charging Lechien, demote him.

Fellow Swede Leif Niklasson was always at the back of the field in the final after experiencing no difficulties qualifying, but he finished just one place too low to gain points.

Results

FINAL: 1. Jeff Leisk (Hon); 2. Jeff Ward (Kaw); 3. Broc Glover (Yam); 4. John Van den Berk (Yam); 5. George Holland (Hon); 6. Ron Lechien (Kaw); 7. Ricky Ryan (Hon); 8. Johnny O'Mara (Suz); 9. Peter Hansson (KTM); 10. Mike Healey (Cag).

Vehkonen wins European SX opener in Sweden

By Alex Hodgkinson

GOTEBORG, SWEDEN, SEPT. 2

The European Supercross season got off to a sensational start as the U.S. contingent took a severe drubbing at Ollevi Stadium as Cagiva's Pekka Vehkonen forgot his disappointment of five days earlier, when he lost the 250cc MX World Championship, and dominated the main event. A record 20,879 crowd flocked to the venue for the second round of the FIM Rodil Supercross World Championship despite incessant rain which turned the 15-lap main into an endurance event.

Home hero Peter Hansson, aboard a KTM, finished second and Honda-mounted Leif Niklasson took third to complete a 1-2-3 sweep for European riders. Niklasson was the only scorer from the first round of the Rodil Supercross World Championship in India back in January to add to his points total in Sweden.

For the seven Americans, reinforced by Canadian champ Ross Pederson and Australian supremo Jeff Leisk, both of whom have been regulars on the U.S. scene in recent years, the results were as dismal as the weather which tried its best to destroy the superb track that American John Savitski had built, which in better conditiions would have offered innumberable combination possibilities over the series of jumps and whoops.

As it was, even getting the wheels in the air was a major task by the end of the evening, but four of the Americans had fallen before that.

Pre-race favorite Micky Dymond, having his first race since Unadilla, and Tyson Vohland did not even make it to the semis in the European-style race format of qualification through heats and semis, in which all remaining riders had to compete again to make the main, unless they wanted to face the tiring Last Chance race. Innumberable crashes had eliminated both Californians, and also made life difficult for the likes of Broc Glover and Billy Liles.

Only Ricky Ryan, revelling in conditions which were to get even worse than at Daytona in 1987, and Leisk had starred for the overseas contingent with heat wins alongside Vehkonen and John Van den Berk. Three falls and a broken clutch put Dymond out for the evening, but he was in good company. Also gone at the first hurdle was Bosse Hogberg, the Swede who had won the first Rodil round in India.

Leisk and Ryan stayed in control of their half of the draw during the first semi, but ex-enduro ace Peter Hansson raced them all the way after Van Doorn had been eliminated with a thrown chain.

The track was getting into an appalling state by the second semi, and Van den Berk went down at least four times without ever losing the lead, though confirmed Supercross-hater Peter Jahansson, an out and out natural terrain rider, was very close at the checkered flag.

Globe trotter Jim Holley slipped from an initial second to a distant fourth at the finish, while Glover, third at one stage was feeling the effects of bruised ribs from a recent training crash and just held off Donnie Schmit for the final transfer spot.

Schmit and Liles both went down early in the Last Chance and never looked like getting near the pace as the Cagiva duo of Vehkonen, who had quit the second semi after three multiple collisions in the first five laps, and Van Doorn dominated. The Last Chance would take its toll on a track which had stopped the entire 80cc youth field within 100 yards of the start in a race that was run during intermission.

Ryan, ever alert at the start, led the 15-lap main away and he and Hansson soon had a 10-second lead as Vehkonen fought through the initial sort-out to third as Berk, Glover and Leisk were soon struggling, though not as much as local man Micke Frisk, who had to run back up the artificial-turf covered ramps to a freight container used as a jump. Frisk had fallen 20 feet from the side, while his Yamaha stayed up top!

Of the prominent early stagglers Berk made the hardest charge, but disappeared on lap six after breaking off the clutch lever when holding seventh. Leisk was to eventually take eighth ahead of early fourth placeman Holley, while Glover was lapped before half distance and lost even more ground to the leaders on his way to 12th.

Up front the race began to resemble theater as even Ryan and Hansson struggled to maintain momentum as they exchanged the lead several times each lap. And each time one of them stopped, Vehkonen moved closer.

On lap four the Finn took command, to be chased hard by Hansson until the final three laps when the Cagiva moved further and further away from the recently returned from injury KTM man.

After losing contact when he went down in the whoops and landed on the tank, Ryan dropped further and further back with a loose tank and aching gonads and was 40 seconds down on the leader when Niklasson swept past for third just after half distance. The Rodil champ had sensationally delayed the start earlier when officials made him return to the pits for a face guard which is compulsory in Swedish National races but not in FIM events. Niklasson had earlier sparred with Holley and Pederson, before dialing in Ryan. The Canadian was then left to fend off Van Doorn for fifth after Peter Dirkx had seen his challenge for the top six ended by a fall.

Results

FINAL: 1. Pekka Vehkonen (Cag); 2. Peter Hansson (KTM); 3. Leif Niklasson (Hon); 4. Ricky Ryan (Hon); 5. Ross Pederson (Suz); 6. Gert Jan Van Doorn (Cag); 7. Peter Dirkx (Hon); 8. Jeff Leisk (Hon); 9. Jim Holley (Yam); 10. Niklas Andersson (Hon); 11. Kari Tiainen (Suz); 12. Broc Glover (Yam); 13. Jonas Hermansson (Suz); 14. Micke Frisk (Yam); 15. Marcus Hansson (Suz).

Roper takes second in Isle of Man Manx GP

By Norrie Whyte

DOUGLAS, ISLE OF MAN, SEPT. 7

New Yorker Dave Roper finished second in the Senior Class Manx GP. Riding the Team Obsolete G50 Matchless, Roper ended the four laps of the 37.73-mile Isle of Man Mountain Circuit 38.4 seconds down on winner Phil Nicholls of England.

(Continued to page 24)

Larry Coleman and his Kal-Gard/Barnett Special used a 143.381 mph run to set a new record in the AG-1300-Sidecar class.

Bonneville

(Continued from page 13)

sidecar outfits built just for Bonneville by Bakker, primarily, though the others worked on them. Bakker gives long-time Bonneville participant Mike Parti credit for patiently researching sidehacks at Bonneville. Parti's most important finding was that good handling and traction depend on getting the weight far enough back. Built with this in mind, the two outfits performed very well.

Next year, they'll bring better streamlining instead of the old road race glass they are running. Also they're looking at whether slick or patterned tires are better. These outfits with front brakes added could also be used at the drags. Road race sidecars have more brakes and suspension, and for straightaway use the passenger's job is different. All he has to do is stay quiet and out of the airstream as much as possible.

The holder of the World Motorcycle Land Speed Record, Don Vesco, is always in evidence at Bonneville though he hasn't ridden bikes here lately. The LSR Kawasaki KZ1300 'liner made an appearance late in the week as a three-wheeler. Don and brother Rick premiered a new Land Speed Record car they just finished building. Don ran an open-wheel four-wheeler Lakester converted from Gary Richards' old motorcycle 'liner. The TZ750 engine which held the motorcycle LSR before the KZ1300 bike appeared in another Laketer. Don Vesco is very generous with advice and equipment to other Bonneville competitors.

One worrisome note marred this successful week. The Kaiser potash extraction plant just across the highway which draws salt from the flats, sadly diminished over the years by this operation, has been bought by an aggressive new company. The leases have 17 years to go, and were renewed last time in the face of the USGS report which showed the potash mining sucked brine from unleased land.

The Utah Salt Flats Racing Association "World of Speed" meet to be held September 30 to October 3 will be the next event on the Flats. •

1988 Bonneville SCTA Records

CLASS	ENTRY	MAKE	OLD RECORD OR MINIMUM	NEW RECORD
M-AG-100	Wiltz Wagner	(Kaw)	93.137	95.706
M-AG-125	Salt Gnat Morbidelli	(Morb)	113.425	116.872
M-AG-175	Raymond & McCabe	(C-A)	106.023	113.055
M-AF-175	Raymond & McCabe	(C-A)	105.858	114.970
MPS-AG-175	Scott Guthrie	(Yam)	107.023	114.703
MPS-AF-175	Scott Guthrie	(Yam)	104.564	113.511
APS-AG-175	Scott Guthrie	(Yam)	105.251	114.167
P-250	FST Racing	(Kaw)	111.810	122.570
P-350	Manuel Torres & Son	(Yam)	115.324	119.015
M-AG-350	Scott Guthrie	(Yam)	138.995	140.571
M-AF-350	Scott Guthrie	(Yam)	136.171	139.694
A-AG-350	Scott Guthrie	(Yam)	138.995	145.522
A-AF-350	Scott Guthrie	(Yam)	139.593	144.257
M-AG-500	Scott Guthrie	(Yam)	163.831	168.309
MPS-AG-500	Scott Guthrie	(Yam)	167.971	172.941
A-AF-500	Scott Guthrie	(Yam)	142.602	170.833
PSC-SC-750	A Little on the Side*	(Kaw)	115.006	117.770
S-AB-750	Becker-Lyon-BMW	(BMW)	163.122	182.733
P-1000	Dublin Kawasaki	(Kaw)	166.679	170.007
A-AB-1000	Bickford & Ranger	(Hon)	189.869	208.146
APS-AB-1000	Ed Mabry — Big D Cycle	(Tri)	194.511	194.618
P-1300	Tri-State Express	(Suz)	166.214	166.476
A-AB-1300	Les Ranger	(Hon)	199.293	207.862
SC-AG-1300	Kal-Gard/Barnett Special	(Suz)	120.000	143.381
SC-ABG-1300	Bob Bakker	(Kaw)	145.000	152.680
A-AB-2000	Cal Swanson	(Suz)	172.455	192.490
APS-AB-2000	Cal Swanson	(Suz)	192.926	195.063
M-AF-2000	Dave Matson	(Vin)	202.936	210.357
MPS-AF-2000	Dave Matson	(Vin)	205.757	225.643

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Ted Boody Memorial Ride
November 6th, 1988
12

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- Yamaha TW 200cc Dual Sport Yamaha Motorcycle from Yamaha Motors Corp.
- Kawasaki KL 250 cc Dual Sport Kawasaki from Kawasaki Motors Corp.
- Late model 1980 or newer clean mid-size transportation car, donated by former National No. Twelve, Eddie Mulder.
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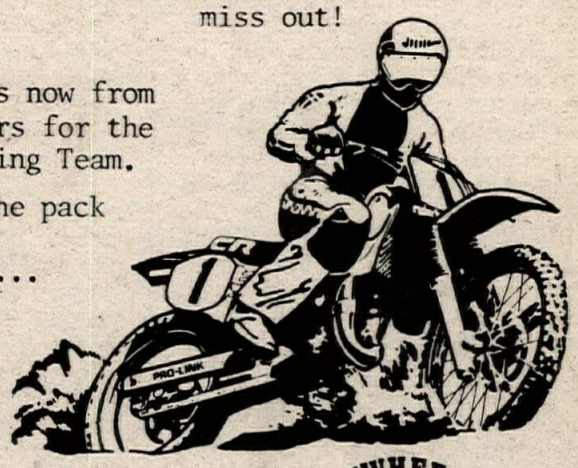

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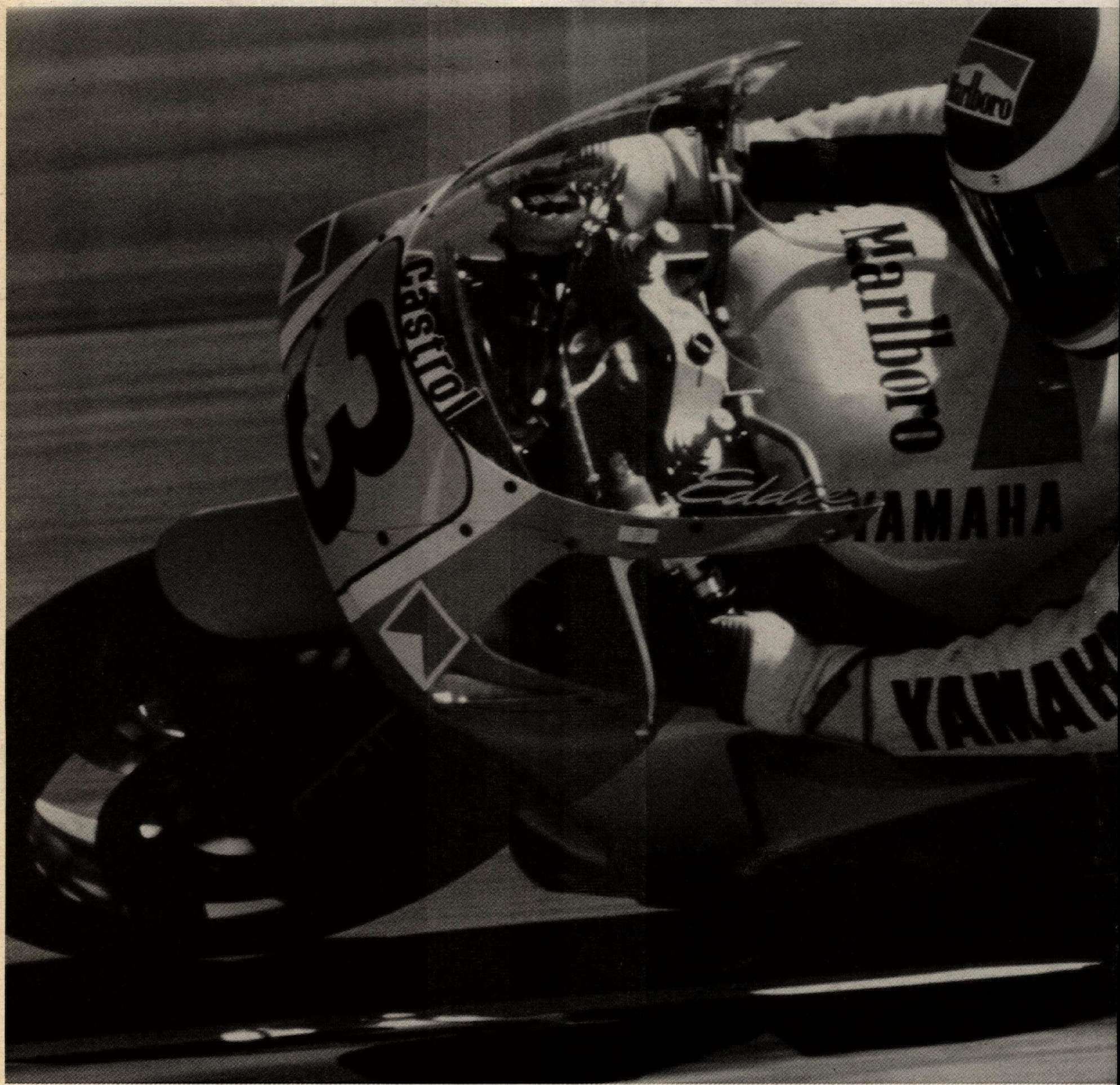

And pass and pass and pass until Eddie Lawson, with six wins alre

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ly this year, clinched his third 500cc Grand Prix Championship Title.

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PHOTO BY M.R. EDGE

Mercedes Gonzalez (72) passes Jim Stewart (158) during an A class qualifier at the Alaska State Fair SX. Andy Workman won the overall.

Manx GP

(Continued from page 20)

Nicholls took the lead halfway round the first lap and never lost it, though he was leveled twice by Roper. The speed of Roper's G50 was impressive. It helped him to take eight seconds off Nicholls' lead on the seven-mile flat-out stretch from Douglas to Ballacraine.

At the Bungalow on the second lap, Nicholls and Roper were level. Nicholls eased out a 1.6 second lead at the end of lap three, then Roper leveled again by Ballacraine. Then Roper's Matchless hit a slight misfire and Seeley-mounted Nicholls grabbed a lead that was never challenged.

Both Nicholls and Roper joined the absent Dave Pither in the Manx ton-up (100 mph) club. Nicholls ended with two 100 mph laps and Roper one — with Roper's second lap at 100.62 mph being the fastest of the race.

Roper ended the race — delayed for one hour by poor weather and held with patchy mist on Snaefell Mountain — 38.4 seconds ahead of third place finisher John Goodall, who was also on a Matchless.

Roper, who had to make a fuel stop while the other leaders went straight through, tucked his misfiring Matchless in behind Goodall and got a tow up the mountain on the last lap.

Nicholls completed the race in one hour, 31 minutes, and 12.4 seconds at an average speed of 99.28 mph. Roper's average speed was 98.59 mph.

After what he described as an enjoyable race, Roper added: "I have to thank Paul Parrett and Phil Crossman of Team Lap Two and fellow racers John Cronshaw and Alan Dugdale for their help at the Manx."

Results

1. Phil Nicholls (See); 2: Dave Roper (Mat); 3. John Goodall (Mat); 4. Alan Dugdale (Mat); 5. D. Storry (See); 6. J. Knowles (See).

Krempin claims Texas SX

By Warren E. Domke

SAN ANTONIO, TX, AUG. 27

Texan Jason Krempin aced two classes at the 4th Annual Texas Supercross Championship Series final race at Goodtimes Motorsports Park.

Krempin won first place in the 125cc Intermediate and 125cc Open classes.

Expert Scott Renick competed in both the 125cc and 250cc classes and took first place in the 250. He had a promising start in the 125cc Expert class, but lost out to James Killian. Renick won the first moto, but after some bad luck, he came in fifth in the second moto. This put him back to third place overall, behind Killian and Trey Phillips.

Hard-charging Rowdy Flanagan didn't do as well as he usually does, settling for a class third place in the Mini Senior and a second in the Mini Open. Each of these classes was won by John Schultz. Clint Latham guided his Kawasaki to second place in the Mini Senior class. Flanagan won the first moto in the Mini Senior, but slipped back to fourth in the second.

Results

125 BEG: 1. Rodney Gentry (Kaw); 2. Troy Mikeska (Kaw); 3. Andy Gutierrez (Hon); 4. Paul Payne (Yam); 5. Aaron Garza (Hon).
250 INT: 1. Rusty McDowell (Hon); 2. Jason Jones (Hon); 3. Tony Hernandez (Kaw); 4. Sanee Tabassi (Yam); 5. Earl Ingram (Kaw).
250 NOV: 1. Pat Moore (Kaw); 2. Lamee Tabassi (Yam); 3. Keith Schaeffer (Hon); 4. Charlie Lugo (Hon); 5. Kirk Clovis (Hon).
MINI SR: 1. John Schultz (Kaw); 2. Clint Latham (Kaw); 3. Rowdy Flanagan (Kaw); 4. Randy Gates (Kaw).
MINI JR: 1. Aaron Vann (Kaw); 2. Joel De La Garza (Kaw).
OVER 30: 1. Sam Walkup (Kaw); 2. Andrew Trott (Kaw).
OVER 40: 1. Lee Ford (Hon).
250 BEG: 1. Ron Parks (Hon); 2. Jeff Bell (Kaw); 3. Randy Sutton (Hon); 4. Jim Hudspeth (Kaw); 5. Kyle Parks (Hon).
125 OPEN: 1. Jason Krempin (Hon); 2. Marcus Pepper (Hon).
250 EX: 1. Scott Renick (Kaw); 2. Joe Billecher (Kaw); 3. Brian Bibby (Suz); 4. Ken Clingon (Kaw).
125 EX: 1. Jamie Killian (Suz); 2. Trey Phillips (Kaw); 3. Scott Renick (Kaw); 4. Donnie Roland (Hon); 5. Mike Clingon (Kaw).
P/W 50: 1. Lindsey Griffith (Kaw); 2. Ted Martinez (Yam).
MINI MINI: 1. Jason Moses (Hon); 2. Shawn M. Moffett (Kaw).
125 NOV: 1. Marcus Pepper (Hon); 2. Chad Christian (Yam); 3. Kris Hughes (Suz); 4. Billy Mayes (Hon); 5. Court Walker (Hon).
125 INT: 1. Jason Krempin (Hon).
250 OPEN: 1. Jon Bennett (KTM); 2. Earl Ingram (Kaw); 3. Steve Perdue (Yam).
MINI OPEN: 1. John Schultz (Kaw); 2. Rowdy Flanagan (Kaw); 3. Clint Latham (Kaw); 4. Erick Gonzales (Kaw); 5. Aaron Vann (Kaw).
MINI SR BEG: 1. Michael Moss (Yam); 2. Daniel Trott (Kaw); 3. Michael Bonker (Suz); 4. Guillermo Gonzalez (Kaw).

Workman wails in Alaskan SX

By M. R. Edge

PALMER, AK, AUG. 27

Northern Power Sports-sponsored Andy Workman took the A main win at the Alaska State Fair Supercross. Visiting from Arleta, California, Mercedes Gonzalez raced with the men to place 10th in the A main. In his return to racing, after a two month layoff, Joe Good placed second.

Riders were placed into one of four qualifiers with only the top five transferring directly to the A-main, where $1000 would be shared among the top finishers. The remaining riders were split between the C and B main for trophies. The top two finishers in the B main transferred to the A main, making it a 22-rider showdown.

Qualifier one belonged to Joe Good, who led from start-to-finish, followed by Lloyd Toepel. Rick Kantola and Jason McDonald finished third and fourth, respectively. Sam Myers made the fifth and last transfer.

Qualifier two saw a Jim Stewart holeshot, but Gonzalez quickly passed and never looked back on her way to take first. Good's brother Francis, finished behind the multi-time National Woman's Champion, followed by Lance Leneave, Stewart and James Parks.

The third qualifier was dominated by Pat Crabb, Donny Russell and Greg Chatterton, who swept the top three positions. The remaining transfer spots were filled by James Croy and Kenny Gordon.

Workman easily won qualifier four over Ralph Blanchard and Mike Guthrie.

The A main start was another Workman holeshot. Good followed in a distant second. Gonzalez got off in 20th place and began to slowly pick off riders in every corner. Good closed in on Workman by the race's end and by the checkered flag was within two bike lengths. Lapped riders, plus the rutted track, made passing difficult and Gonzalez rode a great race to finish 10th against the far northwest's best.

Results

50 NOV: 1. Joshua Larson (Yam); 2. Jay Gwaltney (Suz); 3. Renea Romero (Suz).
60 NOV: 1. Marc Henderson (Kaw); 2. Luke Rambur (Kaw); 3. Shawn Anderson (Kaw).
80 NOV: 1. Shawn Wolverton (Yam); 2. Clint Barnedt (Kaw); 3. Ian Forsythe (Kaw).
80 EX:: 1. Roger Lindstrom (Kaw); 2. John Fesler (Suz); 3. Scott DeWinter (Kaw).
C MAIN: 1. Chris DeWinter (Kaw); 2. Brian Larson (Yam); 3. Kevin Kendrick (Suz); 4. Ron Soule (KTM); 5. Pat Poland (Kaw).
B MAIN: 1. Matt Galbraith (Kaw); 2. Trevor Haggard (Hon); 3. Bill Sandstrom (Kaw); 4. Chris Lindstrom (Suz); 5. Brian Burt (Suz).
A MAIN: 1. Andy Workman (Suz); 2. Joe Good (Suz); 3. Rick Kantola (Kaw); 4. Stephen Woodward (Kaw); 5. Francis Good (Suz).

PHOTO BY DAVID PROCIDA

Paul Vlach won the 125cc Pro class at LA County Raceway.

Vlach victorious at LACR MX

By Terry Rezek

PALMDALE, CA, AUG. 28

Paul Vlach won the 125cc Pro class during CMC motocross racing at LACR, while John Greenway claimed victory in the Open Pro races, run simultaneously.

In the first moto, Greg Pierce and his Open-classer led to the first turn, followed by Mike Pascarella.

On lap three, Pascarella thumped into the lead and the Honda/PJ1/O/Neal/White Bros.-sponsored 125 leader, Paul Vlach followed him into second. Pierce began to fade and John Greenway moved up from a bad start to challenge him for the Open lead.

Pascarella held the lead for a lap and a-half, then slowed. Vlach took the overall lead and held it to the checkered for the 125cc Pro moto one win. Pascarella pulled off with a broken axle and was out for the day. Greenway caught and passed Pierce for the Open class lead on lap six, then went on for the win.

Greenway jumped to the lead in moto two and made it two-in-a-row for first money in the Open Pro class. Vlach also took an immediate lead and easily won the 125cc class.

In the 250cc Pro race Vlach took both holeshots with Lance Johnson and Pascarella on his tail. The gap between first, second, and third ranged from non-existent to several seconds throughout the first moto.

Vlach took the moto and Pascarella finally got by Johnson in the last lap.

Paul Villa was first off the line in moto two and Vlach was next. Pascarella was in the back. There was a tangle in lap two and Johnson emerged with the lead but Parcarella caught him and took the lead and the win by lap eight, earning first overall with Vlach second, and Johnson third.

Tim Santana grabbed the lead in moto one of the 80cc Beginner event and was never headed on his way to the moto win. Santana again took the lead right off the line in moto two but began to feel the heat and eventually faded to third at the end of the moto. That was all he needed for first overall.

Results

80 BEG: 1. Tim Santana (Kaw); 2. Scott Johnson (Kaw); 3. Chris Allen (Kaw); 4. Tracy Asher (Suz); 5. Aaron Wasnea (Kaw).
80 NOV: 1. Joey DePatto (Hon); 2. Bob Sage (Hon); 3. Jason DePatto (Hon).
80 INT: 1. Chris Kefalas (Hon).
WMN NOV: 1. Joy Ames (Hon); 2. Carie Martinez (Hon): 3. Chrissi Smith (Kaw).
WMN INT: 1. Katy Senger (Hon); 2. Tina Zahrt (Hon).
WMN EX: 1. Bonnie Warch (Suz).
SR BEG: 1. Frank Toste (Kaw); 2. Terry Rezek (Suz).
SR NOV: 1. Steve Dunlap (Hon); 2. Jerry Purkett (Kaw).
SR EX: 1. Bob Millner (Hon); 2. Ron Cole (Suz).
VET BEG: 1. Mike McAlpin (Kaw); 2. Herbert Allen (Kaw); 3. Tim Stobey (Hon); 4. Rick Lee (Yam).
VET NOV: 1. Mike Pucklus (Hon); 2. Steve Harmon (Hon).
VET INT: 1. Todd Peterson (Yam); 2. Charlie Strong (Hon); 3. Randy Anderson (Yam).
VET EX: 1. Ronnie Gibson (Hon).
125 BEG: 1. John Ramsey (Kaw); 2. Danny Seyler (Yam); 3. Hans Yeager (Hon); 4. Corey Stephens (Hon); 5. Brandon Clark (Yam).
125 NOV: 1. Scott Hoffman (CZ); 2. Tony Sulek (Kaw); 3. Jimmy Chamberlin (Hon); 4. Jon Hughlett (Yam); 5. Greg Rosati (Yam).
125 INT: 1. Mike Chamberlain (Yam); 2. Bubba Erickson (Cag); 3. Mark Easley (Yam); 4. Dannon Buro (Yam); 5. Robert Shipman (Yam).
125 PRO: 1. Paul Vlach (Hon); 2. Lance Johnson (Hon).
250 BEG: 1. Matt Woodson; 2. Mike Little (Hon); 3. Bob Hermanson (Yam); 4. Greg Benton (Hon); 5. Robert Kuzminski (Suz).
250 NOV: 1. Kenny Sommer (Kaw); 2. Bill Sauro (Hon); 3. Rob Dunham (Yam); 4. Scott Putnam (Kaw); 5. Chuck Gunter (Suz).
250 INT: 1. Kelly Pugmire (Suz); 2. Ryan Carlisle (Kaw); 3. Todd Broussard (Yam); 4. Mike Chamberlin (Yam); 5. Scott Murphy (Kaw).
250 PRO: 1. Mike Pascarella (Suz): 2. Paul Vlach (Hon); 3. Lance Johnson (Suz); 4. Mike Dulap (Kaw); 5. Chris Rodzinski (Yam).
500 BEG: 1. Robin Young (Hon); 2. Bruce Franzen; 3. Peter Yauri (Hon).
500 NOV: 1. Kelly Wade (Hon); 2. Jim Alexander (Hon); 3: Keith Burngis (Hon).
500 INT: 1. George Andrews (Hon); 2. Tom Smith (Hon).
500 PRO: 1. John Greenway (Hon); 2. Greg Pierce (Kaw); 3. Mike Pascarella (Hon).

Richardson rules in DeAnza MX

By David Procida

SUNNYMEAD, CA, AUG. 21

Brian Richardson used his determination, along with a little luck, to take home top honors in the SMX-sponsored 250cc Novice class racing action.

As the gate fell for the first moto, Billy Champion used his holeshot ability to lead the large pack of novices on the opening lap. Taking over, after studying Champion's lines for a few corners, was Joey Prais. As Prais moved into the lead, the pack began to sort themselves out. Jockeying for the top five positions were Steve Waltman, Mark Fisher, and Ed Vitelli. Richardson had been crowded out on the start and was currently in 11th. He began to cut and thrust his way through the pack improving his position up to the number six slot by the end of the second lap.

Fisher had now advanced into second, dropping Champion back to third with Jeff Young and Ed Vitelli in front of Richardson. Up at the front, Prais was powering away from Young and Champion, while Richardson was closing on the pair.

As the moto wound down in the closing lap, Prais took a comfortable win over Young, who was holding off Richardson for second. Vitelli slipped by Champion to fourth, behind Richardson on the last lap.

Richardson was primed and ready for action as the gate dropped to start moto two, nailing the holeshot. As the riders bumped and shoved going into the first turn, Young again found himself near the front of the pack with Vitelli, Fisher, and Prais in close company.

Young stayed with Richardson the entire moto, while Prais was working hard in an attempt to move up in the ranks. Prais eventually passed Fisher and then Vitelli, but Young proved too tough to handle and kept Prais out of the winner's circle. Richardson, going 3-1 won the overall, with Young scoring a pair of seconds for second overall. Prais combined a first moto win with his second moto third to take third overall. Rounding out the top five were Vitelli and Tom Funkhooser.

Results

MINI: 1. Dennis Turner (Kaw); 2. Brian Huber (Hon); 3. Tony DeMelo (Hon).
125 BEG: 1. Billy Butler (Kaw); 2. Darren Shafton (Hon); 3. Eddie Raab (Kaw).
250 BEG: 1. Keith Evers (Suz); 2. Joe Uribe (Hon); 3. David Ford (Hon).
OPEN BEG: 1. Gary Carmen (KTM).
125 NOV: 1. Kevin Shafer (Yam); 2. Kavika Skibuya (Kaw); 3. Damon Kemp (Yam).
250 NOV: 1. Bryan Richardson (Yam); 2. Jeff Young (Hon); 3. Joey Prais (Hon).
125 INT: 1. Brett Duncan (Yam); 2. Robert Skipman (Yam); 3. Ray Hensly (Suz).
250 INT: 1. Jamie Morabito (Yam); 2. Kelly Pichel (Kaw); 3. David Soma (Yam).
OPEN INT: 1. Dave Halverson (ATK).
125 PRO: 1. Levi Nobel (Kaw).
250 PRO: 1. Steve Shippy (Hon); 2. Andy Northrup (Hon); 3. Glen Tantum (Suz).
VET NOV: 1. Bob Zimmon (Hon); 2. Ron Shelton (Hon); 3. Chris Modic (Hon).

Shipman sails in Perris MX

By David Procida

PERRIS, CA, AUG. 20

Robert Shipman overcame two midpack starts to win a pair of motos in Saturday morning motocross racing.

In moto one Scott Guesrude jumped out to an early lead with James Moreta and Shipman one step in front of the pack. Shipman rapidly dropped both riders back one slot, taking the point position before the finish of the second lap. B.J. Millspaugh was also threading his way up through the ranks.

On lap four, Guesrude failed to come around and Millspaugh moved into the number-three slot behind Moreta. The two jockeys diced back and forth for two laps before Millspaugh showed an upper hand taking over second.

Way out in front, Shipman soared off jumps and smoked through corners on his way to a first moto win. Millspaugh held off Moreta's repass attempts and the pair finished 2-3. Jeff David and Kevin Payne rounded out the top five finishers.

Rocketing past the larger displacement bikes, Shipman took command early in the second moto with Millspaugh almost attached to his rear fender. Kevin Payne was heading the screaming pack of 125ccs with Jeff David and Michael Zanagara looking for a way around him. For the first six laps, Millspaugh buzzed around Shipman's rear fender, trying first the left then the right, back and forth in search of the line that would carry him into the lead.

That chance faded on the seventh lap when Shipman began to use lappers to pull away. Two laps later, Millspaugh got his second wind and closed the gap again. For the remaining laps, the two riders looked as though they were attached.

A distant third-place David had his hands full with Payne and Moreta while the laps clicked off, and the trio were dicing as if it were for first. The three-way battle went down to the checkers. Shipman took his second win of the day and a disappointed Millspaugh had to settle for second. David held off the challenges for third in both motos and overall results. Moreta went 3-5 for fourth with Payne taking fifth via a 5-4 score.

Results

MINI BEG: 1. Mike Dombrowski (Kaw); 2. Andy Gurevich (Yam); 3. Larry Heidler (Hon).
MINI NOV: 1. Tim Olson (Yam); 2. Shawn McIntosh (Kaw); 3. Brian Streuter (Kaw).
125 BEG: 1. Ronnie Smith (Kaw); 2. Charles Vice (Hon); 3. Ted Williams (KTM).
250 BEG: 1. Courtney Gannett (Kaw); 2. Kenny Kopecky (Hon); 3. Tarek Saba (Suz).
OPEN BEG: 1. Michael Villa (Hon).
125 NOV: 1. Kevin Shafer (Yam); 2. Billy Felts (Kaw); 3. Jeff Ratzloff (Hon).
250 NOV: 1. Jack Phinn (Hon); 2. Mark Granberg (Hon); 3. Greg Erickson (Hon).
OPEN NOV: 1. Mark "Robo" Stroup (Hon); 2. Greg Whitfield (Yam); 3. Norman Schiel (Yam).
125 INT: 1. Robert Shipman (Yam); 2. B.J. Millspaugh (Kaw); 3. Jeff David (Kaw).
250 INT: 1. Jerry Sherer (Yam); 2. Steve Sibell (Yam); 3. Jeff Lambson (Yam).
OPEN INT: 1. Carl Alessandro (ATK); 2. "Cyclone" Dave Sarian (Yam); 3. Mike Dougherty (ATK).
250/OPEN PRO: 1. Steve Shippy (Hon); 2. Todd Campbell (KTM); 3. Greg Zitterkopf (ATK).
VET NOV: 1. John Ritchie (Hon); 2. Russ Bauer (Yam); 3. Marshall Marion (Hon).
VET INT: 1. Dave Simmons (Kaw); 2. Richard Dick (Kaw); 3. Wendell Bradbury (Hon).
VET EX: 1. Alan Olson (Hon); 2. J.S. Hanson (Hon); 3. Tom White (Hon).

Behrens takes two at Motosports MX

By D. Hachmeister

BYRON, IL, AUG. 28

Bob Behrens, injured last month, appeared fully recovered as he swept all four motos of the 125 and 250cc Expert classes at Motosports Park.

When the gate dropped on the first 125cc Expert moto, Behrens found himself behind Kevin Popeako and Brian Battaglia. Behrens moved past Battaglia and set his sights on Popeako.

After stalking Popeako for three laps, Behrens motored past through the thick sawdust section in the back woods. Popeako settled into second, while Battaglia struggled to hold on to the third spot. As the moto came to a close, Battaglia gave way to a hard-charging Dave Brill, but was still able to turn back a last lap challenge by Keith Petri. Behrens took the checkered, followed by Popeako, Brill, Battaglia and Petri.

Moto two belonged to Behrens from the drop of the gate. Behrens, followed again by Popeako and Battaglia, cruised to the win and locked up his first overall of the day. Popeako, Battaglia and Brill finished the moto second, third and fourth and rounded out the next three spots overall. Rick Keefer took fifth overall with a 6-5 score.

Behrens kept right on rolling in the 250cc Expert class. In the first moto, Behrens first turned back Russ Wright and then Harold Boatman to take the win. Steve Judge and Randy Ferkans moved up into the top five by the end of the moto.

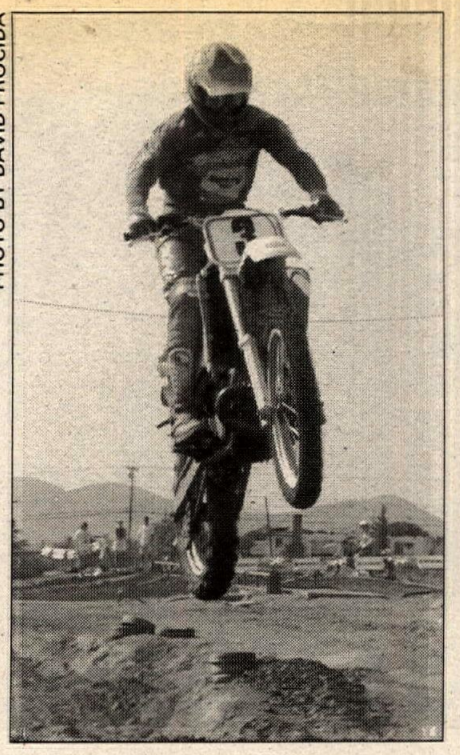
In the second moto, Boatman and Behrens jumped into the lead, and pulled away from the pack. Judge cruised in third followed by Wright and Ferkans.

By the halfway mark, Behrens pulled away from Boatman and had the race under control. Judge closed on Boatman, while Ferkins and Wright swapped fourth place. At the checkered flag, it was Behrens, wrapping up his second overall win followed by Boatman, Judge, Wright and Ferkans.

Results

60: 1. Nick Spierowski (Kaw); 2. Eric Florschuetz (Kaw); 3. Jim Lackowski (Kaw).
MINI SR: 1. Jeff Faley (Hon); 2. Troy Bruder (Kaw); 3. Mike Zont (Kaw); 4. Keith Hermann (Suz); 5. Rusty LeCompte (Kaw).
MINI JR: 1. Troy Wright (Kaw); 2. Selby Hollar (Suz); 3. Matt Spayer (Suz); 4. Jeremy Bardoner (Kaw); 5. Todd Foster (Kaw).
125 A: 1. Bob Behrens (Kaw); 2. Kevin Popeako (Cag); 3. Brian Battaglia (Suz); 4. Dave Brill (Kaw); 5. Rick Keefer (Kaw).
125 B: 1. Ryan Miller (Suz); 2. Jack Lee (Suz); 3. Eric Horcher (Kaw); 4. Chris Shkyria (Hon); 5. Jeff Mercer (Kaw).
125 C: 1. Aaron Gilbert (Kaw); 2. Jason Clawitter (Hon); 3. Eric Milestone (Kaw); 4. Mark Mason (Suz); 5. Mike Rogers (Yam).
OPEN: 1. Kevin Popeako (Yam); 2. Doug Freeney (Hon); 3. Darren Morgan (Hon); 4. Bill Clark (Hon); 5. Robert Elder (KTM).
SR MEN: 1. Steve Judge (Hon); 2. Brad Nordlof (Kaw); 3. Vic Paskus (Hon); 4. Gerhard Ward (M-S); 5. Terry Hahn (Kaw).
250 A: 1. Bob Behrens (Kaw); 2. Harold Boatman (Kaw); 3. Steve Judge (Hon); 4. Russ Wright (Kaw); 5. Mark Boche (Hon).
250 B: 1. Ken Justen (Hon); 2. Brian Emrich (Hon); 3. Ryan Miller (Kaw); 4. Terry Hahn (Kaw); 5. Doug Higgens (Kaw).
250 C: 1. Brien Fell (Kaw); 2. Scott Williams (Yam); 3. Jeff Pulley (Suz); 4. Robert Tallon (Kaw); 5. Jim Waldron (Hon).
VINT: 1. Gary Fenili (Kaw); 2. Dave Sciabaras (Hon); 3. Joe Wagner (M-S); 4. Brian McNamara (Hon); 5. Roger Dickens (Yam).
S/SR: 1. Jerry Jensen (Yam); 2. Dave Harvey (Yam); 3. Don Hachmeister (Kaw); 4. Marv Wiemken (Kaw); 4. John Wagner (Kaw).

PHOTO BY DAVID PROCIDA



Brian Manley was second in the 250cc Pro class at Perris MX.

Arnet attacks at Perris MX

By David Procida

PERRIS, CA, AUG. 27

Eddie Arnet debuted a 1989 Honda with a pair of moto wins for the overall victory at Perris Raceway.

In moto one, the Dirt Bike magazine editor blasted off the line with Jeremy McGrath and Phil Lawrence in tow. Behind the lead trio, the pack began to sort themselves out, and moving through almost too easily was Brian Manley. Manley had gotten a poor start, but was making up time aboard a Prototype 1989 KTM 250.

At the front of the pack, Arnet's lead was shrinking rapidly as both McGrath and Lawrence were approaching. Manley put an outside line pass on Ulf Johansson, moving into the number four slot. But Lawrence fell off the pace with a flat rear tire, advancing Manley to third behind McGrath. Manley then began having suspension problems, allowing McGrath some breathing room. Arnet took the checkered a couple of laps later with McGrath a short distance back. Finishing third was Manley, and rounding out the top five were Robbie Lovas and Johansson.

Technicians from KTM of America were on hand to make adjustments to Manley's bike between motos and they seemed to help as Manley rocketed out of the gate in moto two to holeshot, with Arnet, Johansson, and McGrath funneling down for the first corner.

Manley was leading the moto, but Arnet was winning the horsepower race as he closed in on Manley on every straightaway on the track.

By mid-moto, Arnet had moved to within striking range of Manley, and both McGrath and Lovas had motored by Johansson. Arnet was dogging Manley move for move until lap nine of the 12-lap moto, when Arnet used an inside line to go into the lead. Manley was not giving up as he was a second shadow to Arnet for the remaining laps.

At the finish, Arnet made it the second moto win for the Honda, remarking that the power on the new bike was stronger and improved over the 1988 model. Manley not only finished second in moto two, but displaced McGrath for second overall going 2-3 to McGrath's 3-2. Lovas scored a pair of fourths while rounding out the top five was Johansson.

Results

BEG MINI: 1. Darren Crile (Yam); 2. Mike Silkwood (Hon); 3. Shawn Silkwood (Hon).
125 BEG: 1. Jeff Neubauer (Hon); 2. Steve Sallenbach (Yam); 3. Tim Olson (Yam).
250 BEG: 1. Courtney Gannett (Kaw); 2. Kenny Kopecky (Hon); 3. J. W. Morio (Suz).
OPEN BEG: 1. Jay Prenot (Yam); 2. Peter Joebels (Hon); 3. Peter Wright (Kaw).
125 NOV: 1. Billy Fretts (Kaw); 2. Edward Jay (Suz); 3. Ronnie Smith (Kaw).
250 NOV: 1. Chuck Bagwell (Hon); 2. Brian Shienis (Suz); 3. Jack Phinn (Hon).
OPEN NOV: 1. Mark Stroup (Hon); 2. Ron Northrup (Hon).
125 INT: 1. Randy Danylo (Kaw); 2. Derek Natvig; 3. Buddy Morgan (Hon).
250 INT: 1. Jerry Sherer (Yam); 2. Mike Dougherty (ATK) 3. Jeff Lambson (Yam).
125 PRO: 1. Levi Noble (Kaw).
250 PRO: 1. Eddie John Arnet (Hon); 2. Brian Manley (KTM); 3. Jeremy McGrath (Yam).
OPEN PRO: 1. Greg Pierce (Kaw).
VET NOV: 1. Rusty Spencer (Yam); 2. John Ritchie (Yam); 3. Steve Gordon (Kaw).
VET EX: 1. Alan Olson (Hon); 2. Gary Jones (KTM); 3. Gregory Berg (Kaw).
OT: 1. Bengt Johansson (Hon); 2. Marvin Olson (Yam); 3. Jody Weisel (Hon).

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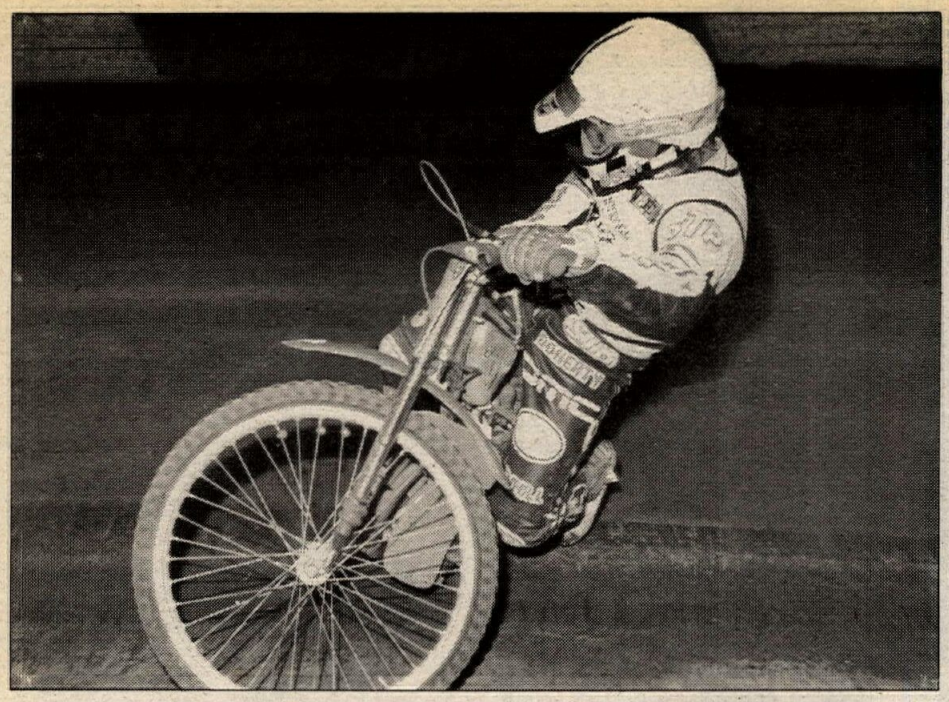

PHOTO BY R.C. JONES

World team captain Phil Collins scored 34 points at the USA versus the World speedway challenge at Baylands Raceway Park in Fremont.

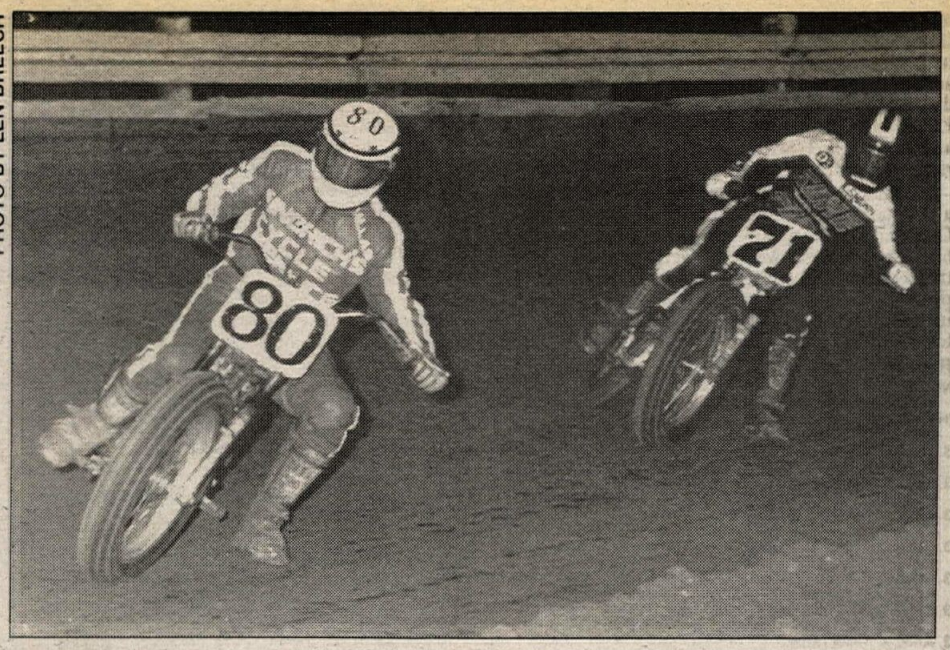

PHOTO BY LEN BREECH

Yamaha-mounted Dallas Baer (80) won the 600 Amateur class over Honda rider Shawn McNary (71) at Linda's Speedway in Pennsylvania.

Ward soars at Roseburg MX

By Clay Light

ROSEBURG, OR, SEPT. 3

While the temperatures were soaring at the opening round of the CMC Gold Cup Series, Larry Ward did likewise at Clark's Branch Raceway in Roseburg. Ward won the 125 and 250cc Pro classes, sweeping both with impressive 1-1 performances.

The 107 degree temperature made things miserable for the majority of the riders, and Yamaha support rider Ward did breeze to a win in the first 250cc Pro contest. Northwest number one rider Tony Graves loomed in Ward's shadow for the entire moto but Ward slammed the door shut on each of his advances. Graves finished second, ahead of Larry Jackson, Lance Smail and Mike Harris.

Moto two saw Ward take the lead with Graves ramming from behind. Harris found himself in third while Smail and Jackson followed in the top five. Ward and Graves held down the top two spots to the finish, while Jackson netted third, good for a 3-3 third overall behind two of the Northwest's fastest pros. Smail (4-4) and Harris' 5-5 filled the top five overall.

Ward came back to wallop the competition in the 125cc Pro class, the best of the day's pro action, and had stiff competition from Graves, Eric Hall, Stevie Oster and Brian Thomson, Smail and Scott Steffy. Ward took advantage of Graves' poor-running machine to take a win over impressive Oster.

Moto two was gated during the heat of the day. Ward led Hall and Graves around the loamy two-mile hillside course for the entire 20-minute moto to cap off his perfect four-for-four sweep of the Pro classes, while Hall rode impressively to take second after 3-2 showings.

Results

125 PRO: 1. Larry Ward (Yam); 2. Eric Hall (Hon); 3. Steve Oster (Kaw); 4. Tony Graves (Hon); 5. Lance Smail (Yam).
250 PRO: 1. Larry Ward (Yam); 2. Tony Graves (Hon); 3. Larry Jackson (Yam); 4. Lance Smail (Yam); 5. Mike Harris (Kaw).
250 INT: 1. Mike Williams (Yam); 2. Jeff Daily (Yam); 3. Jim Cottet (Yam); 4. Jack Gabelhausen (Yam); 5. Brittan Burlingame (Hon).
125 INT: 1. Jeff Daily (Yam); 2. Monty Spalding (Hon); 3. Jason Norton (Yam); 4. Brett DeVries (Hon); 5. Billy Radcliffe (Kaw).
250 JR: 1. Alex Kavaney (Yam); 2. Shawn Scoleri (Yam); 3.John Kocher (Yam).
125 JR: 1. Alex Kavaney (Yam); 2. Kip Mast (Kaw); 3. Joe Belshaw (Yam).
80 INT: 1. Shane West; 2. Chris Paterson (Hon); 3.Travis Berry (Yam).
80 EX: 1. Danny Ulven (Kaw); 2. Ryan Huffman (Yam).
80 BEG: 1. John Williams; 2. Justin Halterman; 3. Brent Wurz.
250 BEG: 1. Ric Maxwell; 2. Allen McComb; 3. Shawn Cox.
60 9-11: 1. Zach Rund (Kaw); 2. Doug McKuhn (Kaw); 3. Matt Williams (Kaw).
80 JR: 1. Jason Mathews; 2. Mike Scott; 3. Zach Rund.
VET PRO: 1. Craig Praus (Yam); 2. Mitch Kirkpatrick (Yam); 3. Doug Eckelman (Yam).
VET MSTR: 1. Gary Beaver (Kaw); 2. Mark Dickey (Kaw).
OPEN BEG: 1. Bary Udiky; 2. Travis Bamford; 3. Charles Knows.
125 BEG: 1. Don Schneider; 2. Ken Daron; 3. Jeff McMillan.

Lamson flies at Fernley MX

By Kathi Davis

FERNLEY, NV, AUG. 14

Steve Lamson once again won both the 125 and 250cc Expert classes to continue his dominance of these classes at the Fernley MX track.

In the first 125cc Expert race, Mark Nason timed the backwards-falling gate perfectly and grabbed the lead, followed by Lamson. Lamson got by Nason in the first lap and pulled away from the rest of the field with a very convincing win. He was followed by Brian Elder.

The second moto was again a Lamson show, as he won with another comfortable lead.

The 250cc Expert race has had some of the closest racing all year at Fernley and today was no exception. Dave McCombs holeshot the first moto and was on his way to what looked like an easy win. But two laps from the finish, McCombs let his front wheel get too high on a berm, causing him to go over the top and crash. As he scrambled to remount, Lamson and Elder got by and they stayed in that order to the finish.

In the second 250cc race Lamson was determined not to let his win streak end. He grabbed the lead at the start of the 20-minute moto and didn't let anyone get in front of him, giving him another perfect day.

Elder was the iron man of the day in the 95 degree heat. After taking a well-deserved second overall in the 125cc Expert class and 250cc Expert class, he dominated the Open Experts by winning both motos. He was followed by Eric McKenna who also won the Vet Expert class with two first places.

Dave Roberts has been the rider to beat all year in the 60cc class and today he again pulled off double moto wins. Casey Smith and Jody Clark traded second and third places each moto, but Smith finished second in the last and deciding moto to give him second for the day.

Results

60: 1. Dave Roberts (Kaw); 2. Casey Smith (Kaw)3. Jody Clark (Kaw).
125 JR: 1. James Morningstar (Kaw); 2. Jason Tiensold (Hon); 3. Brian Wilson (Kaw).
250 PRO: 1. Steve Lamson (Yam); 2. Brian Elder (Kaw); 3. Shawn Freiling (Kaw).
125 NOV: 1. Mike Seeliger (Kaw); 2. Matt Cooper (Hon); 3. Tom Lamson (Yam).
OPEN JR: 1. Larry Jones (Kaw); 2. Mike Murphy (Hon); 3. Mark Colley (KTM).
VET JR: 1. Toby Young (Hon); 2. Jim Gialaliato (Hon); 3. Wayne Johnson (Kaw).
VET EX: 1. Eric McKenna (Hon); 2. Dean Perry (Hon); 3. Rod Ginn (Hon).
OT NOV: 1. Jan Key (KTM); 2. Mike Miller (Hon); 3. Jim Hannah (Hon).
VET NOV: 1. Dan Harold (Kaw); 2. Randy Fielding (Suz); 3. Mike Costello (Kaw).
250 JR: 1. Brian Wilson (Suz); 2. Steve Nelson (Kaw); 3. Tim Nobles (Suz).
OPEN EX: 1. Brian Elder (Kaw); 2. Eric Mc Kenna (Hon); 3. Mitch Gallagher (Hon).
OT EX: 1. Rich Thorwaldson (Hon); 2. Russ Powell (Hon); 3. Doug Swearingen (Hon).
OT JR: 1. Bill Jones (Mai); 2. Bill Freiling (Kaw); 3. Jim Branada (Hon).
250 NOV D-1: 1. Danny Staples (Hon); 2. Dan Allen (Kaw); 3. Mike McMurry (Suz).
250 NOV D-2: 1. Mike Riddle (Hon); 2. Dave Telford (Suz); 3. Daniel Springs (Suz).
80 D-2: 1. Josh Kalbe (Kaw); 2. Jody Branham (Hon); 3. Tom Bauker (Suz).
80 JR: 1. Jason Reynolds (Kaw); 2. Tim Billings (Kaw); 3. Harry McMahan (Yam).
80 EX:[1. Steve Garnett (Suz).
125 EX: 1. Steve Lamson (Yam): 2. Brian Elder (Kaw); 3. Steve Hawkins (Hon).

World team wins at Baylands Spdwy

By R. C. Jones

FREMONT, CA, AUG. 27

The American squad won the first round of the USA versus the World team speedway motorcycle challenge at Baylands Raceway Park. The Yanks held a 59 to 49 point lead after competition on the short Baylands track, but their work was cut out for them on the second day with the long track racing.

Bringing in a 10-point lead was what team captain Eddie Ingels needed, but with six riders in each heat, the points could go either way very quickly. World team captain Phil Collins was confident that his team could make up for lost time quickly.

This was the first time Ivan Mauger brought the USA versus World to northern California and the stands were packed.

Ingels was the one to watch as he powered his way around. In the two nights of racing he only dropped two points, making him the top rider of the event.

Round one ended with the World team picking up the 10 points they were down, quickly tying the meet. Phil Crump took a close win over Ingels in heat one and Anton Pilotto led teammate Gary Allen to victory in the second heat. In round two, the USA, with a win by Ingels, picked up three points in the first heat. But the World team, with a win by Collins, came back to end round two tied once again.

In round three Ingels battled the three World team members by himself as Doug Nicol fell, and Steve Martin was off the pace on this go around. In the second heat, Mike Parsons led the USA team for a win, but not enough points were made up and it was the World team with a two point edge.

Ingels, Nicol and Martin picked up 11 points in the next heat to take a five-point lead as round four started. Then Crump led Glyn Taylor and Collins to put it to the USA team, taking the maximum 12 points and a four-point lead overall.

Round five saw Ingels battling by himself to keep the USA in contention and when the second heat came on, Rocky Robinson picked up the win with Robert Curry second and Parsons fourth.

When round six started, both teams were even in points again and the last two races would settle the matter. Ingels stroked to another victory, but Nicol and Martin could not keep pace as McNeil, Pilotto, and Allen finished two, three, and four for a three-point lead going into the final event.

With a three point lead and going for the gold, Crump, Collins and Taylor took the gate and went one, two, three for the sweep without a blink of an eye, taking maximum points and the overall victory. The World team won the event with 150 points to the USA team's 138 points.

Results

WORLD TEAM: 1. Phil Crump (39 pts); 2. Phil Collins (34); 3. Gary Allen (28); 4. Anton Pilotto (21); 5. Glyn Taylor (17); 6. John McNeil.
USA TEAM: 1. Eddie Ingels (46 pts); 2. Mike Parsons (23); 3. Doug Nicol (22); 4. Robert Curry (21); 5. Rocky Robinson (18); 6. Steve Martin (8).

Varnes is victorious at Linda's ST

By Len Breech

JONESTOWN, PA, AUG. 27

The Varnes cousins, Kevin and Mike took three wins and a close second on their Penn State Cycles-sponsored machines as Linda's Speedway began winding down their short track season. Kevin showed why he is the National 125cc Amateur class champ as he easily took the class by a straight, and also took the 250cc Amateur final on the West Cycle Shack Villa. Mike defeated multi-National Amateur champ Georgie Price in the 600cc Expert final, after Price had beaten him by a few feet in the 250cc final earlier.

Mike Varnes had the lead as the 250s came off the second turn, closely pursued by Price, Kenny Mohler and Lew Woods. Price got by as they came off the second turn on the following lap and held it for the remainder of the race. While the positions remained the same for the top four, only a few feet separated each of them. As they came off the final turn, Varnes tried to take Price on the outside, but came up just a few feet behind Price.

Varnes again was the point man in the 600cc Expert final, this time with Mike Klopp and Price right with him. With Klopp riding the high, outside line, the front spots changed off of every turn, until Klopp got a little too high in the second turn and laid it down after hitting a slick area that stayed there most of the night. Price was close, but finished a length down.

Kevin Varnes quickly jumped in front of the 125cc class and pulled away to an easy straight margin by the end, but the real battle was over second as Robert Miller, Gary Clark, Ken Coolbeth Jr. and Jeff Isola traded second back and forth. After battling into the pack for second after a bad start, Coolbeth started to take control of the group, grabbing second as they took the two-laps-left sign.

Kevin's 250 win was similar to his 125 victory as he had the lead at the start, with Ken Yoder, Chuck Wrecsics and Eddie Hidden closely bunched behind him. While Varnes only won by 10 yards this time, Wrecsics finally pressured his way by Yoder about halfway for second.

Results

50: 1. John Winsett (Yam); 2. Josh Young (Yam); 3. Tom Skethway (Yam).
80 EX: 1. Randy Shank (Kaw); 2. Ken Coolbeth Jr. (Kaw); 3. Brian Strong (Kaw); 4. Todd Winsett (Yam).
80 AM: 1. Ricky Winsett (Yam); 2. Mike Hacker (Kaw); 3. Jeremy Alexander (Kaw); 4. Phil Libhart (Yam); 5. Jaon Lhreueux (Suz).
60: 1. John Winsett (Kaw).
125 AM: 1. Kevin Varnes (Yamm); 2. Ken Coolbeth Jr. (Kaw); 3. Robert Miller (Yam); 4. Gary Clark (Hon); 5. Jeff Isola (Kaw).
125 EX: 1. John Winsett Sr. (Car).
250 EX: 1. Georgie Price (Kaw); 2. Mike Varnes (Suz); 3. Ken Mohler (Yam); 4. Lew Woods (H-D); 5. Jett Conrad (Yam).
250 AM: 1. Kevin Varnes (Vil); 2. Chuck Wrecsics (Yam); 3. Ken Yoder (Suz); 4. Eddie Hidden (Yam); 5. Merv Sensenig (Suz).
600 EX: 1. Mike Varnes (Hon); 2. Georgie Price (ATK); 3. Kenny Dahlin (Hon); 4. Todd Hurst (Rtx); 5. Tracey Zeckman (Yam).
600 AM: 1. Dallas Baer (Yam); 2. Shawn McNary (Hon); 3. Merv Sensenig (Hon); 4. Wayne Franklin (Rtx); 5. John Salerno (Yam).
SR: 1. Joe Heberling (Yam); 2. Doug Gies (Hon); 3. Chuck Karstens (Bul); 4. George Price (Yam); 5. Dennis Miller (Yam).

Harth hustles Blackhawk Farms RR

By Gordon Lunde

ROCKTON, IL, AUG. 27-28

Georgia's Mike Harth made his trip north worthwhile, taking the majority of contingency money available at the AMA Championship Cup/Suzuki National Cup Series race at Blackhawk Farms.

On a cold, damp track Saturday, Harth grabbed the win in Unlimited Supersport. Andy Fenwick, riding in the combined Unlimited GP class took off with Harth in tow. After two laps, Harth, on the Team Hammer/Michelin/Tsubaki/Bel-Ray/Fox/Arai Suzuki 1100 backed off due to the greasy conditions and did not risk losing Suzuki dollars to a crash. Scott Zampach held down third. Behind him was a heated race between Charlie Buse, Jay Duncan, Scott Blow, and Jed Kimla.

Buse held on for the third place spot in Supersport while Fenwick was running away, leading by over 19 seconds at the finish, having turned 1:17 lap times on the slick surface. Later in the day, Charlie Buse put his self-sponsored Suzuki into the winner's spot in the 100K GTO event.

Sunday dawned bright and sunny, promising much better racing after the track warmed. Harth brought out his GSXR750 for battle in Heavyweight Supersport, along with 14 others for a Suzuki-only grid. The only non-750 was Jed Kimla on a Katana 600.

Local fast guy John Eidenberger was on hand Sunday and ready for some close racing. The holeshot went to Harth, followed by Eidenberger. Andy Fenwick grabbed the third spot with Scott Zampach and Ray Yoder Jr. filling the top five.

Harth and Eidenberger got away with Harth building a lead by lap five. Zampach got around Fenwick on lap two and the pair pulled away from Yoder. Zampach got away from Fenwick on lap seven, leaving third through 15th spread out while Harth and Eidenberger ran close up front. Eidenberger tried to close the gap with no luck, turning laps in the low 1:13 range. Harth held off the charge for the win and his second Suzuki check. In the Middleweight Supersport event, Harth again jumped out front through turn

one with Eidenberger, Richard Koehler, Doug Callies, Bob Delie, Kimla and Kim Papierniak in a close battle. Eidengerber got by Harth as they came around for lap one while Callies did the same to Koehler. On lap three, Eidenberger began to pull away from Harth and the pack. Harth also got away from the race behind him.

Koehler set his sights on Harth and put on a dramatic charge, catching and passing the Georgia rider on lap six. Clear of everyone but Eidenberger, Koehler went hunting for the number one spot. For four laps Kowhler pushed to catch Eidenberger only to come up inches short at the finish line. Harth held on for third.

Results

NOVICE
L/W S/BIKE: 1. Ron Petrick (Hon); 2. Dave Burgarino (Hon); 3. Paul Landers (Kaw).
L/W GP: 1. Ron Petrick (Hon); 2. Dave Burgarmo (Hon); 3. Tim Babb (Yam).
S/TWINS: 1. Paul Landers (Kaw); 2. Jeff Mochnke (Yam); 3. Dave Freeman (Kaw).
M/W S/S: 1. Jeff Plummer (Hon); 2. Bill Raether (Hon); 3. Mike Roth (Hon).
M/W S/BIKE: 1. Bill Raether (Hon); 2. Mike Roth (Hon); 3. Stu Langrehr (Yam).
M/W GP: 1. Jeff Plummer (Hon); 2. Bill Raether (Hon); 3. Mike Roth (Hon).
H/W S/S: 1. Bernie Fritz (Suz); 2. Andy Schmidt (Suz); 3. Steve Mack (Hon).
H/W S/BIKE: 1. Bill Huemann (Suz); 2. Bernie Fritz (Suz); 3. Andy Schmidt (Suz).
GTU: 1. Kim Papierniack (Hon); 2. Bob Delie (Hon); 3. Brian Englehart (Suz).
GTO: 1. Charlie Buse (Suz); 2. Scott Blow (Yam); 3. Andy Schmidt (Suz).
EXPERT
L/W S/BIKE: 1. Brad Lowe (Yam); 2. Dave Fulkerson (Yam); 3. Brian French (Yam).
L/W GP: 1. Bill Graef (Yam); 2. Rick Puetz (Yam); 3. Kevin Slezewski (Hon).
S/TWINS: 1. Brian French (Duc); 2. Walt Sakowski (Duc); 3. Chris Helland (Duc).
M/W S/S: 1. John Eidenberger (Suz); 2. Rick Koehler (Hon); 3. Mike Harth (Suz).
M/W S/BIKE: 1. Doug Callies (Hon); 2. Rick Koehler (Hon); 3. Jed Kimla (Suz).
M/W GP: 1. Doug Callies (Hon); 2. Rick Koehler (Hon); 3. Kim Papierniack (Hon).
H/W S/S: 1. Mike Harth (Suz); 2. John Eidenberger (Suz); 3. Scott Zampach (Suz).
H/W S/BIKE: 1. Andy Fenwick (Suz); 2. Eric Moe (Suz); 3. Mike Harlow (Suz).
U/L S/S: 1. Mike Harth (Suz); 2. Scott Zampach (Suz); 3. Charlie Buse (Suz).
U/L GP: 1. Andy Fenwick (Suz); 2. Scott Blow (Suz); 3. Eric Moe (Suz).

Wineland whips 'em at Sahauro MX

By Karen Guthrie

TUCSON, AZ, AUG. 27

Brent Wineland won at Tucson's Sahuaro Raceway in the 125cc Pro class. Wineland got a bad start after having engine problems prior to the race. But determination paid off, and by the end of the race he had taken the lead in his 125cc class for a first place finish ahead of Michael Goodrich, and was breathing down the neck of Dan Bonham — leader of the 250 Pros.

Shawn Cisco started his Intermediate class in midpack, but before the checkered flag fell he had replaced leader Cass Morgan for a first place win. Morgan met with more problems in the mud and finished third behind Pete Wickersham in second.

In the second moto, Dan Bonham took the holeshot with Wineland and Goodrich following in close formation. Wineland and Bonham chased each other around the track throwing mud and sliding through curves until the end of the fifth lap. Wineland caught Bonham on the tabletop, landed beside him in the curve, poured on the gas and left him behind shaking his head. From then on it was smooth sailing for Wineland, finishing with a first overall.

Meanwhile, Shawn Cisco was enjoying his advance to the Intermediate class, coming out of the hole in third place. By the end of the first lap, he had worked his way to the lead. By the third lap, however, he was caught by Kevin Carpenter who took the lead for the next four laps. In the seventh lap Cisco appeared to be on the verge of taking the lead once again when he lost it in the mud. From that point on it seemed that all hopes of first were gone. But the tide turned again in the last lap when this time it was Carpenter buried in the bog, and he had to watch as Cisco passed him to claim the checkered flag and first overall.

The minis had the roughest way to go with plowing through deep ruts and deep puddles. The added strain on the engines caused some to have to take sideline positions temporarily. Jasson Mathews seemed to have the easiest time of it searching out the driest lines and holding on the gas through the worst, gaining him a first overall for the evening in the 60cc A class.

Results

125 NOV STK: 1. KKelly Dearing (Yam); 2. Danny Dearing (Yam); 3. Brian Highsmith (Yam).
JR CYCLE A: 1. Jason Mathews (Kaw); 2. B.J. Parrish (Kaw).
JR CYCLE B: 1. Cliff Campbell (Hon); 2. Bobby Pehn; 3. Nick Beaver.
P/W: 1. Nick Beaver (Yam); 2. Jesse Baldwin (Yam).
250 PRO: 1. Dan Bonham (Hon); 2. John Babb.
125 PRO: 1. Brent Wineland (Hon); 2. Michael Goodrich (Kaw).
125 INT: 1. Shawn Cisco (Yam); 2. Jason Hawkins (Hon); 3. Pete Wickersham (Hon).
80 NOV STK: 1. Eric Anderson (Yam); 2. Jasson Tice (Yam); 3. Derek Geist.
80 BEG: 1. Kelsey Harris (Hon); 2. Cliff Campbell (Hon).
80 INT: 1. Billie DeMastry (Hon).
250 BEG: 1. Dean Shiraish (Hon); 2. Rick Helley (Suz); 3. Curt Mineer (Suz).
125 BEG: 1. Matt Slaughter (Kaw); 2. Willie Klink (Hon); 3. Tony Guitierrez (Hon).
OPEN BEG: 1. Terry Redd (Kaw); 2. Steve Buergey (Yam).
OPEN NOV: 1. Ken Beaver (Hon); 2. Guy Hardy (Hon); 3. Scott Osborn (Hon).
VET 25-30: 1. Steve Garrison (Kaw); 2. Dennis LaParr (Kaw).
SR: 1. Tom Young (Yam).
250 INT STK: 1. Chip Young (Hon); 2. Jim Hale (Suz).
OPEN INT: 1. John Beaver (Kaw); 2. Ray Moore (Kaw); 3. Rick Hinchcliff (Hon).
250 NOV STK: 1. Brent Hutoon (Kaw); 2. Brian Barlet (Suz); 3. Bronson Farlet.

Dyke dusts Boyd's Creek MX

By Larry G. Finchum

SEVIERVILLE, TN, AUG. 28

McNutt's Goodtimes Kawasaki/Yamaha-sponsored Marty Dyke took the holeshot in both 125cc class motos at round nine of the Tennessee State Championship Series at Boyd's Creek Moto Cross, Inc. And Dyke was in perfect form for both heats as he led every lap of the crowded class to the checkered flag.

During both motos, Mark Ammons pressured Dyke in the early going but had to settle for second. Jeff Ledford put together fourth- and third-place rides to take home third overall for the day.

The Over 25 class saw Jeff Dodgen also take a pair of holeshots to victory. David Farris was good for second overall in the class. Farris fell on the first lap of moto one but recovered to get around Brent Cole and chase Dodgen to the end. Moto two had Farris and Dodgen even at the first turn with Dodgen taking an inside line to take the lead for good. Farris was closely pushed by Cole. By the halfway flags, the heat had played its role and separated the top three by several seconds. The trio were content to keep their positions to the end.

Mini class action also saw another rider on the comeback trail. This time, Jimmy Crane holeshot moto one. Unfortunately, Crane's lead was short-lived as his long layoff and unfamiliarity with the track moved him back to third place. J.J. Allen took over the lead by lap one and was closely followed by Shain Jenkins. Todd Huffstetler got by Crane on lap two to take over third. Allen stretched the lead to win moto one with Jenkins holding onto second and Huffstetler taking third.

Jenkins was forced to sit out moto two due to stomach cramps brought on by the high temperatures. Brian Ledford got the holeshot this time but held the lead only for one lap. J.J. Allen showed why he is the Championship Series leader by taking over the number one position and running away with it for the overall victory. Ledford held on to second and took second overall. Todd Huffstetler fought the heat for another third and third overall.

Results

MINI: 1. J. J. Allen (Kaw); 2. Brian C. Ledford (Hon); 3. Todd Huffstetler (Hon); 4. Doug Chapman (Hon); 5. Rodney Finchum (Yam).
125: 1. Marty Dyke (Yam); 2. Mark Ammons (Hon); 3. Jeff Ledford (Kaw); 4. Dammon Clay (Kaw); 5. Kevin Cozodd (Kaw).
250: 1. Jeff Dodger (Yam); 2. Robert Hunkapiller (Hon); 3. Mike Tolliver (Kaw); 4. Chris Brewer (Hon); 5. Mark Jackson (Hon).
OPEN: 1. Chris Shortridge (Kaw); 2. Mark Jackson (Hon); 3. Benny Durraugh (M-S); 4. Grady Jones (Hus); 5. Randy Farris (KTM).
U/L AM: 1. Mark Ammon (Hon); 2. Mitch McCarter (Hon); 3. Danny Ledford Jr. (Hon); 4. Jeff Ledford (Kaw); 5. Mark Dyer (Suz).
ENDUR: 1. Chris Shortridge (Kaw); 2. Randy Farris (KTM); 3. Tim Brannon (KTM); 4. Rick Moore (Kaw); 5. Tony Parker (KTM).
OVER 25: 1. Jeff Dodgen (Yam); 2. David Farris (KTM); 3. Brent Cole (Yam); 4. Dewayne Bright (Hon); 5. Curtis Stevens (Kaw).
SR: 1. Dave Holton (Hus); 2. Rick Lamb (Hon); 3. Kirk McWilliams (Hon); 4. Chester Rowlandx (Kaw); 5. Tony Parker (KTM).
S/SR: 1. Charles H. Owens (Hon); 2. Danny B. Ledford (Hon); 3. Eddie Sharp (Hon); 4. Hasskel Harbin (Hus); 5. Steved Margle (Suz).

Gonzalez goes in Alaskan MX

By M. R. Edge

SUTTON, AK, AUG. 28

AXO Sport/Kawasaki Team Green-backed Mercedes Gonzalez won the 250cc Expert class and placed fourth in the Pro class at the Sutton Motorcycle Racing Association Motocross at Alpine Raceway.

After what Gonzalez called a dismal showing at the Alaska State Fair Supercross, the top ranked woman motocrosser rebounded by showing the locals the talent that had gained her numerous number one plates. Moto one of the 250cc Experts saw a Eugene Cevasco holeshot. Gonzalez followed in close pursuit, but couldn't make the pass, finishing the moto behind Cevasco.

The second moto holeshot belonged to Gonzalez, who took the lead and never looked back. Ralph Blanchard had a back-of-the-pack charge that saw him take second from Cevasco on the last lap. Gonzalez won the overall with Blanchard second and Cevasco third.

Gonzalez found the competition tougher in the Pro class with current 125cc and 250cc Expert State Championship Series leader Andy Workman and many-time AMRA Champion Joe Good.

Workman had a huge lead in the first Pro moto with Good in second. Gonzalez found herself in midpack but was soon behind Good. Good got on the gas in the final stages of the moto and pulled away from Gonzalez and passed Workman for first.

When the white flag came out, Good and Workman were one and two. Gonzalez mistook the white flag for the checkered and pulled off, but quickly reentered to finish sixth.

In the second moto, Good led from beginning to end with Workman pulling out early with a seized engine. Gonzalez, Blanchard and Good's brother, Francis, were involved in a long duel for third with Good taking it over Blanchard and Gonzalez in fifth and overall fourth against Alaska's best.

Results

50 NOV: 1. Joshua Larson (Yam); 2. Jaw Gwaltheny (Suz); 3. Charlie Graydon (Suz).
60 NOV: 1. Luke Rambur (Kaw); 2. Marc Henderson (Kaw); 3. Jeffrey Simpson (Kaw).
80 NOV: 1, Shawn Wolverton (Yam); 2. Clint Barnedt (Kaw); 33. Chris Bault (Kaw).
80 EX: 1. Roger Lindstrom (Kaw); 2. John Fester (Suz); 3. Mike Crawford (Kaw).
125 NOV: 1. James Parks (Suz); 2. Roger Lindstrom (Suz); 3. Scott DeWinter (Kaw).
125 EX: 1. Joe Good (Suz); 2. Andy Workman (Suz); 3. Rick Kantola (Kaw).
250 NOV: 1. Gary Skaggs (Kaw); 2. Dan Miessner (Kaw); 3. Keith Wycoff (Hon).
250 EX: 1. Mercedes Gonzalez (Kaw); 2. Eugene Cevasco (Kaw); 3. Ralph Blanchard (Kaw).
500 NOV: 1. Brian Larson (Yam); 2. Rod Spendlove (ATK); 3. Phil Mankel (Kaw).
500 EX: 1. Craig Hill (Yam); 2. Marty Tisdale (Kaw); 3. Matt Sanchez (Hon).
VET: 1. Mark Faeo (ATK); 2. Louis Mass (KTM); 3. Larry Foster (Kaw).
OT: 1. Eric Forsythe (Kaw); 2. Pat Poland (Kaw); 3. Ron Soule (KTM).
PRO: 1. Joe Good (Suz); 2. Rick Kantola (Kaw); 3. Ralph Blanchard (Kaw).

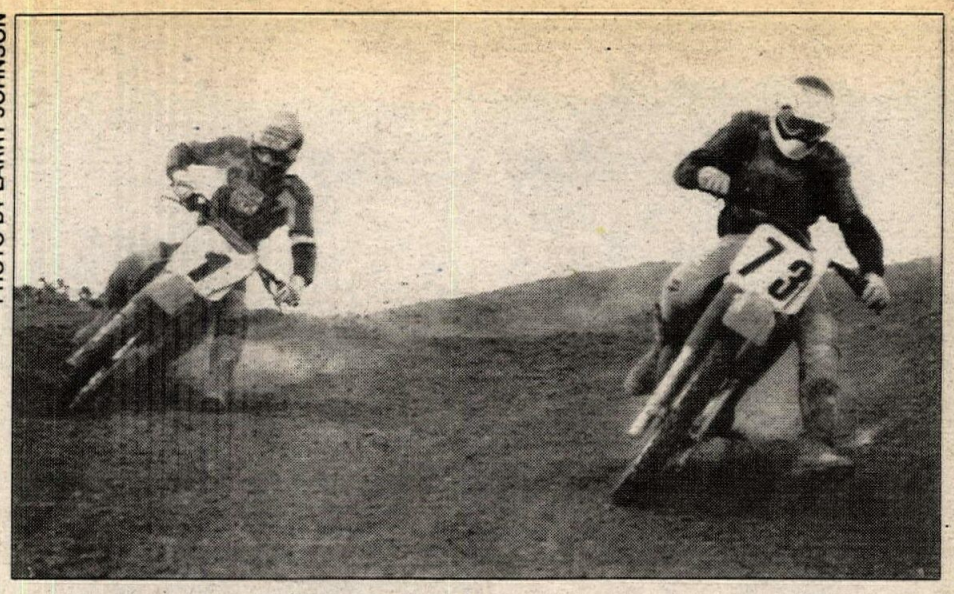

PHOTO BY LARRY JOHNSON

Stacey Cook (1) and Corey Cope (73) battled for the lead in the first 250cc Pro class moto at Cheyenne. Cook won the moto and the overall.

Cook on fire at Cheyenne MX

By Larry Johnson

CHEYENNE, WY, AUG. 21

Stacey Cook was in town for one of the few times this year, since he has been away at the Nationals most weekends, and he put on a great show for the local fans by winning the 250cc Pro class overall and finishing second in the 125cc Pro class due to a second-moto rear flat.

Tim Buchli led Corey Cope to turn one, of the first 250cc Pro class moto, but Cope took the lead shortly after. Cook gated seventh. Cope led into lap five, but Cook was on the move and went side-by-side down a sweeper with Cope in a battle for the lead. Cope caught a rut at full speed and flew over the bars for a hard get-off. Cook went on from there to win easily over Buchli. Cope was able to remount and finish, but was in a lot of pain.

Buchli also holeshot round two, while Cope and Cook were far back. While Buchli was pulling away from Dave Newell, Cook was picking off 10 riders to reach fifth by lap four. He kept the charge up and reached second in two more go-'rounds, but was nine seconds behind Buchli. Within the next three laps Cook caught Buchli and passed for the lead. Buchli dogged Cook to the finish, but Cook kept his Fay Myers/Rapid Transit/Gear/Bieffe/Smith/Maxima/Acerbis/Altronics/Weidler Dynamics-sponsored Honda up front to the checkers.

Cook's 125 seized in the first lap of practice, so he spent the time before his first moto replacing the engine. And, as in the 250s, he spent the first half of the moto moving up from mid-pack. When he reached the front, it was none other than his long-time rival Buchli in the lead. Cook went by Buchli on lap five and pulled away to a 12-second win.

Cook got his best start of the day in moto two, gating fourth behind Buchli, Keith Campbell and Wayne Balliett. Cook was on Buchli's tail by lap three, but Buchli was not making it easy this time. Cook didn't find a way around until lap seven, and the two banged bars for two more circuits before Cook's rear tire went flat. Their duel had pulled them far ahead of the pack, so Cook was able to limp home second just ahead of Gil Murray and Campbell.

Results

60 NOV: 1. Josh Locker (Kaw); 2. Cory Pearman (Kaw); 3. Jeremy Greenwood (Kaw).
80 NOV: 1. Mike Jones (Hon); 2. Kirk Cecil (Yam); 3. Kirk Hunter (Kaw).
80 AM: 1. Micah Moyes (Kaw); 2. Corey Clark (Kaw); 3. Shawn Malone (Suz).
80 EX: 1. Andy Atkins (Kaw); 2. Shawn Morgan (Kaw).
125 NOV: 1. Derrick Matheny (Yam); 2.David Bragg (Suz); 3. John Russell (kaw).
125 AM: 1. Jeff Dressel (Hon); 2. Jerry Dominick (Hon); 3. Brad Willems (Kaw).
125 PRO: 1. Tim Buchli (Yam); 2. Stacey Cook (Hon); 3. Gil Murray (Kaw).
250 NOV: 1. Jon Leskinen (Hon); 2. Glen Schissler (Yam); 3. Jason Cesario (Hon).
250 AM: 1. Mike Mitchell (Kaw); 2. Bjorn Jorgensen (Yam); 3. Jeff Bargell (Kaw).
250 PRO: 1. Stacey Cook (Hon); 2. Tim Buchli (Yam); 3. Dave Newell (Kaw).
OPEN NOV: 1. Forrest Fridlund (Kaw); 2. Brian Thomsen (Hon); 3. Mike Riley (Hon).
OPEN AM: 1. Kevin Brauch (Hon); 2. Don Brewer (Hon).
OPEN PRO: 1. Corey Cope (Hon); 2. Bob Hanrahan (Kaw); 3. Jim Thompson (Hon).
VET NOV: 1. Lindsay Pierson (Kaw); 2. Ken Moss (Hon); 3. Dave Slatten (Yam).
VET AM: 1. Pat Leahy (Hon); 2. Mark Anderson (Kaw); 3. Steve Boswell (Kaw).
VET EX: 1. Shawn Smith (Hon); 2. Dave Stermer (Suz); 3. Kirk Medina (Hon).
SR NOV: 1. Harry Harju (Hon); 2. Larry Johnson (Yam).
SR AM: 1. John Fridlund (Yam).
SR EX: 1. Terry Frydendall (Yam); 2. Vic Barlish (Yam); 3. Byron Wolf (Hon).

Himes hauls at Lake Geneva MX

By Jack Biddison

LAKE GENEVA, WI, AUG. 26

Chris Himes did not win a championship on the final night of Suzuki Stadium Motocross Racing at the Lake Geneva Raceway, but he swept the 125cc Amateur events.

It was the second time in three weeks that Himes had won the overall motorcycle honors as he finished ahead of point runner-up Jeff Michaurd and point leader Erick Parker in the heat race. In the feature he again led every lap and finished ahead of Bret Snider and Michaurd.

Parker, earned only fifth with Michaurd second in overall, but the point total was not finalized in time to declare a champion in the class.

Terry Hahn went into the 250cc Amateur events as the point leader and sweep both the heat and feature by leading every lap to win the championship. The race was close in the top three spots as Ken Pearson and Ken Wright chased him in the heat. In the feature, Doug Hay took the third spot.

Hahn returned to repeat his sweep over riders in the Open Amateur events to also earn that championship.

The point lead was also too close to call in the 125cc Pro class as Bob Nebel won his heat but managed only a runner-up spot to Jim Heyden in the feature. Heyden had shown the speed and riding to challenge, with his runner-up spot in the heat. They carried out a spirited battle in the feature, with Heyden chasing and not taking over the top spot until only two laps remained. But when he did get the lead, he opened up a lead to win going away. Jeff Blaha managed a third in the heat and a fourth in the feature with Rusty Ott getting the third spot in the feature.

Results

125 AM: 1. Chris Himes (Yam); 2. Bret Snide (Hon); 3. Jeff Michand (Kaw).
125 PRO: 1. Jim Heyden (Hon); 2. Bob Nebel (Hon); 3. Rusty Ott (Hon).
OPEN AM: 1. Terry Hahn (Kaw); 2. Chris Benavides (Hon); 3. Bob Nieman (Hon).
250 AM: 1. Terry Hahn (Kaw); 2. Ken Pearson (Yam); 3. Doug Hay (Hon).
MINI: 1. Eron Ezerins (Kaw); 2. Mike Leonard (Kaw); 3. Andy Pardell (Hon).

Spangler doubles at COCR

By Susan Willian

SUGAR GROVE, OH, AUGUST 27

Dale Spangler earned double overall victories as he won four motos in the Lightweight and Heavyweight A classes at Central Ohio's Competition Riders MX facility.

In moto one of the Lightweight A, Chuck Reed had the early lead followed by James Eickel, Brad Davis and Spangler. Mark Musselman and Steve Childress crashed in turn one to be left in the rear of the charging stampede. Eickel moved by Reed, taking the lead. By lap two, Childress and Reed were no shows as Childress took a DNF with a seized engine.

Spangler moved into second and closed the

PHOTO BY MARY PARTELOW

Willy Musgrave (222) holds off Jeremy McGrath in the first Pro class moto at Perris. McGrath won the second moto for the overall win.

gap to Eickel. Eickel, moving recently into the A ranks, was kept on his toes by the experienced Spangler. Meanwhile Jeromy Buehl worked his way into third.

Eickel and Spangler raced side by side around the course as they bumped together. Spangler dropped off the pace some but managed to regroup and squeeze by on the inside of Eickel to take over first.

Buehl moved in on Eickel. The threesome stormed around the obstacles with Musselman some distance back in fourth. By lap four, Spangler started pulling out some distance over Eickel and Buehl as the final lap saw Musselman charge for third place. Musselman took third at the checkered with Eickel fourth.

Spangler took an early lead in moto two followed by Musselman and Buehl. Buehl moved into second by the second lap as Childress in seventh stopped on the course with a malfunctioning machine to score another DNF for the day. Spangler rode consistently for the win as Musselman filed by in second. Buehl who finished fourth after Chuck Reed worked his way into third.

Spangler, Eickel and Childress were the front runners on the start of the first moto of the Heavyweight A. Eickel dropped to seventh as Reed took over third. Childress hounded Spangler for first as the third pair stretched the distance over third place rider Reed.

Moto two saw a repeat of the Spangler/Childress war. In unison, the pair rode as Spangler held out a slight edge by the final lap but he was still pressured by Childress. Meanwhile, Reed moved in to join the action. Spangler held the throttle open to mark up another win with Childress taking runner-up honors and Reed third.

Buehl was unstoppable in both motos of the Schoolboy class. Hayden Richards duked it out with Richie Carpenter. Carpenter held to second as Richards rode on his rear fender. Richards took over second over a section of jumps with Carpenter taking third in moto one.

Richards returned to the second moto to maintain second with little problem while Carpenter took another third.

Results

125 A: 1. Dale Spangler (Kaw); 2. Mark Musselman (KTM); 3. Jeromy Buehl (Kaw).
MINI JR: 1. Greg Rand (Yam); 2. Tommy Collier (Kaw); 3. Jesse Thumser (Suz).
SCHBY: 1. Jeromy Buehl (Kaw); 2. Hayden Richards (Kaw); 3. Richie Carpenter (KTM).
250 B: 1. Scott Darnold (Kaw); 2. Doug Flinner (Cag); 3. Robert McPherson (Kaw).
MINI SR: 1. Hayden Richards (Kaw); 2. Joshua Steel (Kaw); 3. Robbie Sturgell (Kaw).
OPEN: 1. Bill Hoover (Hon); 2. Larry Shumaker (Yam); 3. James Rooker (Hon).
AUTO: 1. Mark Burkhart (Yam); 2. Mike Ivers (Yam); 3. Scott McMillin (Yam).
VET: 1. Denney Burkett (Kaw); 2. Jim Persinger (Suz); 3. Roger Shumaker (Kaw).
250 A: 1. Dale Spangler (Kaw); 2. Steve Childress (Kaw); 3. Chuck Reed (Kaw).
125 B: 1. Richie Carpenter (KTM); 2. Carl Williams (Kaw); 3. Chris Donaldson (Suz).
125 C: 1. Roy Randleett (Suz); 2. John Souders (Hon); 3. Tim Lunsford (Yam).
60: 1. Greg Rand (Kaw); 2. Patrick McPherson (Kaw); 3. Nate Barnhart (Kaw).

Berg, Scott Pro winners at Baylands MX

By Mike Vancil

FREMONT, CA, AUG. 24

Russ Scott copped the 250cc Pro class overall honors while Dan Berg did the same in the Open Pro class.

The first moto in 250cc Pro class action saw Kenny Zahrt get his customary holeshot and early lead over a pack of six competitors. Closest to Zahrt throughout the moto was Scott.

Zahrt seemed to go only as fast as necessary to stay ahead of Scott and his O'Neal USA/Spectro Oil/Circle Industries/Flying Machine Factory-sponsored machine. Each time Scott would turn up the gas and mount a challenge, Zahrt would increase his speed. The gap between the two riders stayed constant.

In their second moto, it was Scott that got out to an early lead while Zahrt miscued and lost some time near the small tabletop jump. Most notable action in this moto was the manner in which new pro rider Phil Douglas came from near last to second at the checkers. Douglas made up gobs of ground each of the seven laps with hard charges to the inside in turn one and the short straight before turn two. Progress through the rockers was also swiftest for Douglas.

At the checkers, Douglas was five lengths behind leader Scott. Third was Dennis Hannel, who had held second place for most of the moto. Fourth was Zahrt.

In the Open class, it was a runaway for Dan Berg. Berg took both moto wins over Sean Conley.

Amateur action included a fine win by George Golling in the Veteran Junior class, in which their were six contestants. In the first moto, Golling was mid-pack at the gate drop but worked up to second place behind leader Ken Campbell at the checkers. In the second moto, Golling got a better start and was second into the first turn. He took the lead on lap two and held on to the finish.

Results

80 MINI BEG: 1. Danny Jacobo (Suz); 2. Brian Barrington (Yam); 3. Brian Alves (Yam); 4. John Reddy (Kaw); 5. Brett Whitmore (Kaw).
80 MINI JR: 1. James Alexander (Hon); 2. Donnie Bettencourt (Suz).
BIG WHL MINI: 1. Angelo Jacobo (Kaw).
125 BEG: 1. Jeff Ingram (Hon); 2. Chuck Smillie (Kaw); 3. Jeffrey Molina (Hon); 4. Charles Teves (Hon); 5. Craig Oku (Hon).
125 JR: 1. Dan Reger (Hon); 2. Shawn Yuill (Kaw); 3. Lance Lucero (Yam); 4. John Kocinski (Yam); 5. Stan Finney (Hon).
125 INT: 1. Joe Bruce (Yam); 2. Kevin Boutier (Yam).
125 PRO: 1. Danny Paladino (Hon); 2. Eric Sandstrom (Hon).
250 BEG: 1. Mike Andrews (Hon); 2. Mike Hodges (Hon); 3. Rick Brewster (Hon); 4. Duane Parkhurst (Yam); 5. Chris Baccell (Hon).
250 JR: 1. Gerry Johnson (Hon); 2. Paul Dugan (Hon); 3. Robert Boardway (Hon); 4. Bob Zades (Hon); 5. Matt Phipps (Hon).
250 INT: 1. Brent Patterson (Hon); 2. Jon Nicolaus (Kaw).
250 PRO: 1. Russ Scott (Hon); 2. Ken Zahrt (Hon); 3. Dennis Hannel (Hon); 4. Phil Douglas (Suz); 5. (TIE) Eric Sandstrom (Kaw)/John Dauth (Hon).
OPEN BEG: 1. Scott Wright (Yam); 2. Jim Pilgrim (Hon); 3. Robert Holloway (Hon); 4. Troy Dulleck (Hon).
OPEN JR: 1. Tom Conklin (Kaw).
OPEN INT: 1. Tim Fergon (Hon); 2. Jon Nicolaus (Kaw).
OPEN PRO: 1. Dan Berg (Kaw); 2. Sean Conley (Kaw).
Q CL: 1. Niclas Grandlund (Suz); 2. Nick Jackalone (Hon).
VET JR: 1. George Golling (Hon); 2. Ken Campbell (Hon); 3. Bernie Reali (Hon); 4. Fred Stepani (Hon); 5. Steve Cameron (Kaw).
VET INT: 1. Gary Remmen (Yam).
VET MSTR: 1. Phil Douglas (Suz); 2. Steve Lawrence (Hon); 3. Bill Baker (Hon).

Dotson dusts Lawrenceburg ST

By Steven E. Smith

LAWRENCEBURG, IN, AUG. 26

Dan Dotson was the 80cc class winner as the last race of the season at Lawrenceburg Speedway nearly ended earlier than planned as a short in the wiring caused a black-out halfway through the heats. Racing fans weren't to be denied however as they brought their cars and trucks into the infield to light the track with their headlights. Some of the lights were restored but with the fans help racing continued.

Dotson took the holeshot to lead the way after a pileup took out Shawn Thomas resulting in a restart. Brian Knippenberg and Matt Auxier initially battled it out for second but Sam Lowe picked off Auxter then went on the attack. Knippenberg held his ground until the last lap when Lowe hooked up to snatch the second-place finish.

Joe Bastin, riding for Jack's Motorcycle Sales, grabbed the lead out of turn one in the 125/250cc class and never gave ground, allowing the rest of the pack to fight it out. Brian Knippenberg and Tom Hensler were picked off early as Andrew Breitenbach and Mark Bastin moved in to battle. Breitenbach managed to hold off Mark Bastin to finish second behind Joe Bastin.

Mike Daniels took the front spot in the Open B start to lead the first couple of laps, but Robert Craig, riding for Western Hills Honda, kept up the pressure. Craig took the lead and stayed out front when it counted most, leaving Daniels the second-place finish as he held off Jeff Craig, who pulled up close for a third-place finish.

In the Open A class Grady Phillips shot through the first turn out front holding off the competition for the first few laps. Back in the field Mike Butler began making his way through the crowd. He picked off Pat Behrle, then Mario Todd and down to the last lap he knocked off the leader to take the win in a real nail-biter. Grady finished second while Todd turned in a third-place finish.

Results

80: 1. Dan Dotson (Hon); 2. Sam Lowe (Kaw); 3. Brian Knippenberg (Hon); 4. Matt Auxter (Hon); 5. Gary Stogsdill (Suz).
OPEN B: 1. Robert Craig (Yam); 2. Mike Daniels (Hon); 3. Jeff Craig (Hon); 4. Mike Gurley (Hon); 5. George Collins (Hon).
125/250: 1. Joe Bastin (Kaw); 2. Andrew Breitenbach (Kaw); 3. Mark Bastin (Hon); 4. Brian Knippenberg (Kaw); 5. Tom Hensler (Hon).
OPEN A: 1. Mike Butler (W-R); 2. Grady Phillips (Hon); 3. Mario Todd (Hon); 4. Pat Behrle (Hon); 5. Rob Collins (Rtx).

McGrath strong at Perris MX

By Mary Partelow

PERRIS, CA, AUG. 13

"Who is that guy?" said ATK pilot Willy Musgrave, after the completion of moto one in the Pro class at Perris Raceway. Musgrave was referring to Jeremy McGrath, the 16-year-old Yamaha YZ250 rider who pressured him throughout the race, and ended up taking the overall victory.

But Musgrave was not the only obstacle that McGrath had to overcome that day. In between motos, McGrath discovered that his frame had broken in half on the right side of the seat tube.

"We just zip-tied it together and hoped for the best," said McGrath.

At the start of moto two, it was McGrath taking the holeshot with Honda-mounted Steve Shippy and Suzuki riding Eddie Arnet close behind. Musgrave had his work cut out for him as he ran up to third, displacing Arnet, who slid out in a corner. Musgrave continued his charge, but Shippy had other ideas in mind. Shippy successfully kept Musgrave at his back until the pressure forced him to give in and he went off the side of the track, allowing Musgrave to get by. Musgrave began to close in on McGrath, but ran out of time. Arnet also took advantage of Shippy's mishap and finished third.

In the Vet Expert class, Honda-mounted Gary Jones grabbed the holeshot in the first outing. Jones looked back and checked the other riders' progress, ensuring that he had secured a lead. Kawasaki-mounted Gregory Berg was running second midway through the moto, holding off Tom White's advances. White looked like he would be the second-place rider until he dumped it in a hairpin corner. White said, "It was one of those times that I had a good finish within sight and then I go and do something stupid."

Towards the end of the moto, Berg made a couple of costly mistakes, which made it possible for J.S. Hanson to nip second place just before the finish.

Although it was Jones who again captured the start in moto two, Alan Olson proved what a little suspension tuning can do. Olson never pressured Jones but rode strong enough to place second, clinching second overall in the process. White had better luck in the second round and finished third, but his fifth place in moto one put him back to fifth overall when the points were tallied. Hanson's fourth place second moto finish was enough to secure third overall.

Results

PRO: 1. Jeremy McGrath (Yam); 2. Willy Musgrave (ATK); 3. Eddie Arnet (Suz).
MINI BEG: 1. Jeremy Ettinger (Hon); 2.Darren Crile (Yam).
125 BEG: 1. Mike Mount (Hon); 2. Kerry Vantienen (Kaw); 3. Phillip Williams (Hon).
125 NOV: 1. Joshua Dunn (Yam); 2. Keith Noyes (Kaw); 3. Edward Jay (Suz).
125 INT: 1. Robert Shipman (Yam); 2. Randy Danylo (Kaw).
250 BEG: 1. Tarek Saba (Suz); 2. Courtney Gannett (Kaw); 3. Kenny Kopecky (Hon).
250 NOV: 1. Joseph Crouch (Kaw); 2. Brian Thienes (Suz); 3. Rudy Chaves (Hon).
250 INT: 1. Tibor Dapp (Hon); 2. Ron Lawson (Suz); 3. Rick Grant (Hon).
OPEN NOV: 1. Ron Northrup (Hon); 2. Norman Schiel (Yam).
VET NOV: 1. John Ritchie (Hon); 2. Greg Erickson (Hon); 3. Robert Rex (ATK).
VET INT: 1. Steve Clark (Honn); 2. Richard Dick (Kaw); 3. Ken Francis (Yam).
VET EX: 1. Gary Jones (Hon); 2. Alan Olson (KTM); 3. J.S. Hanson (Hon).
OT: 1. Bengt Johansson (Hon); 2. Ron Way (Hon); 3. John White (Hon).

Key doubles at Lodi ST

By Mikki McBride

LODI, CA, AUG. 13

Mark Key was the man to beat in the Pro-Am race at the Lodi Cycle Bowl. He was out in front all the way from wire to wire in the heat. In the main, he had to work only a little harder. Rotax rider John Taylor grabbed the holeshot with Randy Fisher close behind in second. Key came off in third followed by Mark Corsetti.

Key was by Fisher on the outside, coming out of turn two on the first lap, and then set himself in gear to go after Taylor. Pushing Taylor hard and staying right on his back wheel, Key was able to get underneath him when Taylor went wide in turn three. Key was able to hold his position until the finish. When Taylor went wide, he dropped all the way back to fourth where he remained until the checkered flag.

In the Open Expert class, Key got just too much of an edge on the start to please the starter and the race was red-flagged for a restart. On the second start, Key again got the holeshot but the race was red-flagged when Corsetti went down in the first turn.

The third start was a go, and Key again slid into the hole position from an outside start and rode hard for a few laps to maintain his position. After that, he had such a big lead over second place Frank Nye that he began to relax and cruised into first with no problems.

Nye came in second with Fisher in third, Rotax rider Sherman Gresham in fourth and Corsetti in fifth.

In the Vet Expert class, Rotax rider Dave Bostrom showed his stuff. He and Frank Nye battled for the first spot, but Bostrom edged ahead early in the race and maintained his position all the way.

The 80cc Experts had to ride with the 80-100cc Juniors, but it was still a great show. Matthew Wait grabbed the holeshot with his brother Nathan close behind in second. They held first and second for good. Third over the line was a junior rider, Eric Bostrom, followed by Earnie Martin. ●

Results

P/W B-C: 1. Tony Souza Jr. (Yam); 2. Michael Patterson (Yam); 3. K.C. Rigmaiden (Yam); 4. David Gassin (Suz); 5. Danny Vickers (Yam).
60 NOV: 1. Eric Martin (Kaw); 2. Sammy Sabedra (Kaw); 3. Aaron Gayle (Kaw).
80 NOV: 1. Steven Hlebo (Kaw); 2. Brandon Carnahan (Hon); 3. Aaron Arcement (Yam); 4. Kenneth Holland (Yam); 5. David Snow (Yam).
80 JR-EX: 1. Matthew Wait (Kaw); 2. Nathan Wait (Kaw); 3. Eric Bostrom (Hon); 4. Earnie Martin (Kaw); 5. Robert Stevenson (Yam).
VET NOV: 1. Timothy Snyder (Yam); 2. Don Shipley (W-R); 3. Henry Sanchèz (Hon); 4. Rick Taylor (Yam).
VET JR: 1. Robert Meiring (H-D); 2. Gary Cordeiro (Hon); 3. Scott Eichelbaugh (Yam).
VET EX: 1. Dave Bostrom (W-R); 2. Frank Nye (W-R); 3. John Taylor (W-R); 4. Roy Fisher (Hon); 5. Mark Butler (W-R).
125 NOV-JR: 1. Matthew Wait (Kaw); 2. Chad McBride (Yam); 3. Rodger Robinson (Hon); 4. Earl Deroboam III (Suz).
250 NOV: 1. Anthony Freeman (Hon); 2. Herbert Callen III (Hon); 3. John Hlebo (Hon); 4. Keith Watts (Kaw); 5. David Cassidy (Yam).
250 JR: 1. Robby Peichoto (Yam); 2. Gary Milewski (Hon); 3. Johnnny McGill (Yam); 4. Dion Clardy (Hon); 5. H.P. Myatt (Yam).
500 OPEN NOV: 1. Scott Bricker (Yam); 2. Dwane Francisco (Hon); 3. Don Shipley (W-R); 4. Joe Koppi (Yam); 5. Gerald Pestoni (Hon).
500 OPEN JR: 1. David Sanchez (Hon); 2. Elmiro Alvernaz (Yam); 3. Hector Alcala (Yam); 4. Robert Meiring (H-D); 5. Sam Lohmanto (Hon).
500 OPEN EX: 1. Mark Key (H-D); 2. Frank Nye (W-R); 3. Randy Fisher (H-D); 4. Sherman Gresham (W-R); 5. Mark Corsetti (Hon).
PRO-AM: 1. Mark Key (H-D); 2. Randy Fisher (H-D); 3. Mark Corsetti (Hon); 4. John Taylor (W-R); 5. David Ryan (W-R).

calendar

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

World C'ship TT Formula Road Race Series
9/25 England

World C'ship Superbike Road Race Series
9/25 Australia
10/2 New Zealand

AMA/Camel Pro Series
9/24 Gardena, CA HM
10/8 Sacramento, CA M
10/2 Sonoma, CA RR
Schedule subject to change
Info 614/891-2425

AMA Nat'l C'ship Dirt Track Series
9/18 Hagerstown, MD HM GNC/600

9/24 * Gardena, CA HM GNC
10/8 * Sacramento, CA M GNC
10/15 Mesquite, TX HM 600
10/23 Woodstock, GA ST 600
* Indicates Camel Pro Series event
Schedule subject to change
Info 614/891-2425

AMA Regional C'ship Dirt Track Series
9/17 Hagerstown, MD HM
Info 614/891-2425

AMA Nat'l C'ship Road Race Series
10/2 Sonoma, CA
Info 614/891-2425

AMA Nat'l C'ship Enduro Series
9/25 Greenwich, RI
10/9 Redding, CA
10/30 Forest Hill, LA
11/6 Morrison, IL
Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series
9/18 Lynville, IN
10/2 Sandsprings, OK
10/9 Millville, MN
10/16 Hookstown, PA
Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series
9/18 Maybelle, CO
10/9 Reno, NV
10/30 Wickenberg, AZ
Info 614/891-2425

AMA/Wiseco/Suzuki Grand Nat'l Cross Country Series
10/2 Mt. Morris, PA
10/16 Hookstown, PA
10/30 Tarentum, PA
Info 614/891-2425

AMA Pro Hillclimb C'ship Series
9/25 Jefferson, PA
10/9 Oregonia, OH
Info 614/891-2425

AMA/CCS EBC Brakes Endurance RR Challenge
10/1 Sonoma, CA
10/29 Daytona Beach, FL
Info 704/684-4297

Suzuki Nat'l Cup Road Race Series
Northeast
10/1-2 Loudon, NH

Mid-Atlantic
9/17-18 Summit Point, WV

Southeast
9/18 W. Palm Beach, FL

South Central
9/24-25 College Station, TX

Northwest
9/24-25 Portland, OR

AMA/CCS Supersport Nationals
9/31-10/1 Sonoma, CA

SCORE Int'l Off-Road Series
11/10-13 Baja 1000
Ensenada, Baja, Mexico
12/9-11 San Felipe 250
San Felipe, Baja, Mexico
Info 818/889-9216

WERA Tsubaki/GS Battery Endurance Road Race Series
9/17-18 Rosamond, CA
9/24 College Station, TX
10/8 Clermont, IN
10/15 Summit Point, WV
11/5 Braselton, GA
Info 803/681-9372

WERA Western Endurance C'ship
9/17-18 Rosamond, CA
Info 803/681-9372

WERA Nat'l Qualifier Road Race Series
9/24-25 Grattan, MI
9/24-25 College Station, TX
10/1-2 Faulkville, GA
Info 803/681-9372

WERA Grand Nat'l Final
11/3-6 Braselton, GA

IDBA Nat'l Drag Race Series
9/23-25 Atco, NJ
10/14-16 Baton Rouge, LA
Info 205/849-7886

Dragbike! Nat'l C'ship Series
9/17-18 Atlanta, GA
9/24-25 Bradenton, FL
10/8-9 Phoenix, AZ
10/15-16 Los Angeles, CA
10/22-23 Houston, TX
11/18-20 Gainesville, FL
Info 315/735-1661

AMRA Nat'l Drag Race Series
9/17-18 Kokomo, IN
10/8-9 Nashville, TN
Info 312/250-0838

NETA C'ship Series
9/18 Meriden, CT
10/2 Conway, NH
10/16 Chepachet, RI
Info 401/421-6929

NETRA C'ship Enduro Series
9/25 W. Greenwich, RI
10/2 Chester, CT
10/9 Stafford, CT
10/30 Adams, MA
12/4 Marlborough, CT

NETRA Turkey Run Series
9/18 Sandisfield, MA
10/2 Freetown, MA
10/23 Winshinton, MA
11/27 Plympton, MA

NETRA Junior C'ship Enduro Series
9/17 N. Petersburg, NY
10/1 Freetown, MA
10/15 Brookfield, MA
11/12 Leominister, MA

NETRA C'ship Hare Scrambles Series
9/18 N. Petersburg, NY
10/16 Brookfield, MA
11/6 Wrentham, MA

SETRA C'ship Enduro Series
9/25 Cochran, GA
10/2 Tallahassee, FL
10/9 Chattanooga, TN
10/16 Lenoir, NC
11/13 Maplesville, AL
1/15/89 Charleston, SC
1/22 Clinton, SC
1/29 Sumter, SC
3/5 Pelion, SC
3/12 Palatka, FL
3/19 Maxey, GA
4/30 Raeford, FL
5/14 Abbeville, SC
Info 404/532-6832

SETRA C'ship Hare Scramble Series
11/6 Possum Fork, SC
11/27 Greeneville, TN
12/11 Sanford, NC
2/5/89 Maxeys, GA
2/26 Sumter, SC
4/2 Sevierville, TN
5/21 Union, SC
Info 404/967-3630

FMC Fall MX Series
9/18 Ocala, FL
9/25 Valdosta, GA
10/2 Callahan, FL
10/9 Reddick, FL
10/16 Ocala, FL
10/23 Valdosta, GA
10/30 Tallahassee, FL
Info 904/867-1340

LA State C'ship Hare Scramble Series
10/2 Watson, LA
10/16 Ringgold, LA
11/5 Shreveport, LA

AFM North Road Race Series
10/23 Sears Point, CA
Info 415/327-0908

Best of the West Series
10/2 Sunrise, CA, GP
10/16 Rand, CA, End.
10/23 Lucerne, CA, H&H

WSMA Formula USA C'ship Series
10/1-2 Willow Springs, CA
11/5-6 Willow Springs, CA
Info 805/256-2471

Mickey Thompson Off-Road C'ship Grand Prix Series
9/17 Denver, CO
10/1 Las Vegas, NV
* Tentative
Info 714/938-4100

Golden State Enduro Series
12/10 Tecate, Baja, CA, Mexico
Info 714/643-9108

STRA C'ship Observed Trials Series
9/24-25 Berea, KY
10/9 Huntland, TN
10/30 Bellews Creek, NC
11/13 Cullman, AL
Info 615/967-3008

NESC C'ship MX Series
9/18 C. Village, CT
9/25 Loudon, NH
10/2 Southwick, MA
10/9 Middleboro, MA
10/16 Loudon, NH
10/23 Southwick, MA

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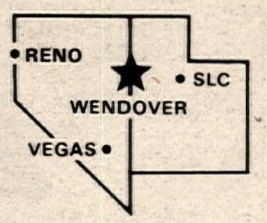

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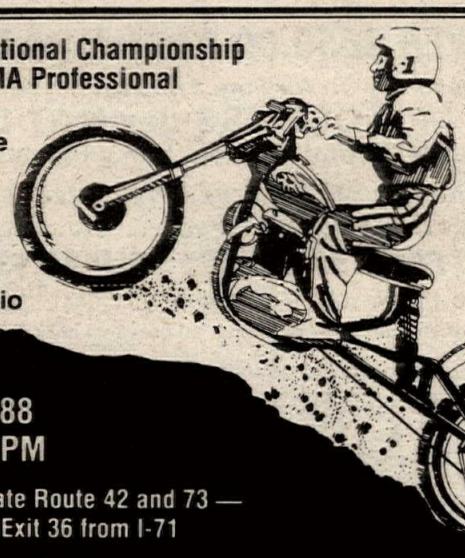

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October 9, 1988
Start Time: 1 PM

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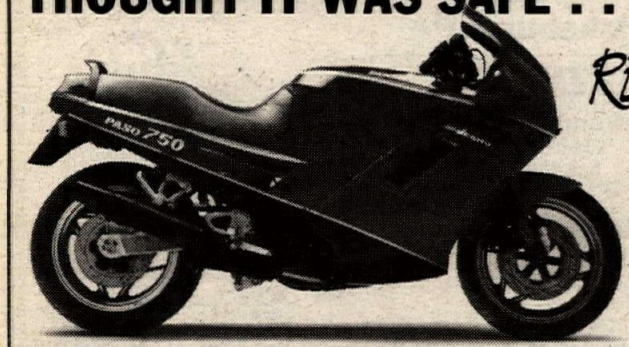

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Virginia C'ship Hare Scrambles Series

9/25 Middlebrook, VA
10/9 Newport News, VA
10/23 Oxford, NC
11/6 Martinsville, VA
11/20 Surry, VA
Info 804/255-4620

ECEA C'ship Enduro Series

9/18 Shippensburg, PA
9/25 W. Greenwich, RI
10/9 Chatsworth, NJ
10/30 Bear, DE
11/13 Warren Grove, NJ

WMRRA C'ship Road Race Series

10/23 Kent, WA

CVRG C'ship Vintage Series

Road Race
10/1-2 Sonoma, CA

Motocross
10/23 Brentwood, CA
11/20 Sunnymead, CA

AHRMA Historic Cup Road Race Series

9/31-10/2 Sears Point, CA

OMRRA C'ship Series

9/25 Portland, OR
10/16 Portland, OR

Triple Crown of Baja Series

10/7-9 Gran Carrera de Champeones San Felipe, B.C., Mexico
Info 818/340-5750

Gran Prix de Baja Series

9/17 Puerto Nuevo, Baja Calif., Mexico
Info 818/340-5750

CMC Dodge Trucks Trans-Cal MX Series

9/18 Brentwood, CA
9/25 Adelanto, CA
10/1-2 Chowchilla, CA
10/9 Dixon, CA
10/16 Perris, CA
10/23 Carlsbad, CA
Info 714/261-6116

Sabine Enduro Circuit Series

9/25 New Waverly, TX
10/30 (NAT'L) Forest Hill,LA
11/6 Muenster, TX
2/19/89 Fort Hood, TX
3/5 Thurber, TX
4/9 Nacogdoches, TX
4/30 Rockne, TX
Info 409/722-7926

SEPTEMBER

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OCTOBER

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23	24	25	26	27	28	29
30	31					

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September 14

CALIFORNIA MOTOCROSS
• CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
• AMA. American Raceways Inc. Inland Motor Speedway, Glen Helen OHV Park, San Bernardino. Info 818/914-4002.
CALIFORNIA DRAGS
• Baylands Raceway Park, Fremont. Info 415/651-2545.

September 15

OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/520-1020.

September 16

CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
• CMC. Ascot Park, Gardena. Info 714/261-6116.
CALIFORNIA STADIUM MX
Stadium MX Racing Assn. Sacramento. Info 916/366-7368.
DELAWARE SHORT TRACK/SX
Middleford Speedway, Milford. Info 302/629-6535 or 335-4386.
GEORGIA MOTOCROSS
Riverside MX, Calhoun. Info 404/625-5328 or 629-4114.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/439-7735 or 517/522-4380.
NEBRASKA MOTOCROSS
Kam Raceway, Hastings. Info 402/463-4717.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
SOUTH CAROLINA SUPERCROSS
• Riverside Speedway, Travelers Rest. Info 704/685-3033.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/554-3392.
TEXAS MOTOCROSS
• Mosier Valley MX Park, between Dallas & Fort Worth. Info 817/540-0815.

September 16-17

MEXICO GRAND PRIX
• Gran Prix de Baja Series. Baja Malibu. Puerto Nuevo, Baja, Calif. Info 818/340-5750 or 992-6355.

September 17

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
CALIFORNIA TRI OVAL
• R & D Enterprises. Mid-State Fairgrounds, Paso Robles. Info 408/449-7367.
CALIFORNIA ARENACROSS
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA POKER RUN
SCEC. Barstow. Info 714/689-6114.
CALIFORNIA ROAD RACE
• WERA Pacific/Mountain Region/WSMA. 24 hr. Willow Springs Int'l Raceway, Willow Springs. Info 805/256-2471.
FLORIDA SAND DRAGS/MX
• Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
R & R Racing. Dade City Racing, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/259-5092 or 278-1570.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/937-3372.
GEORGIA MOTOCROSS
Thunder Creek MX, Jackson. Info 912/994-6630.
ILLINOIS SCRAMBLES
Belleville Enduro Team, Belleville. Info 618/234-3200.
MINNESOTA SHORT TRACK/SPEEDWAY
Omar's Gopher Racing. Montgomery Speedway, Montgomery. Info 612/593-1283.
NEVADA SAND DRAGS
Amargosa Racing Assn. Amargosa Valley. Info 619/786-2483 or 702/645-6231.
NEW YORK SHORT TRACK/SCRAMBLES
Paradise Speedway, Geneva. Info 315/789-7293.
OHIO SMOOTH TRACK
Sideways Promotions. Deerfield Speedway, Deerfield. Info 216/584-8668.
OHIO MOTOCROSS
• Honda Hills. Linnville. Info 614/323-3766 or 228-0690.
PENNSYLVANIA SUPERCROSS
Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA HARE SCRAMBLES/MX
AMA/D-5. Pleasure Valley Raceway, Armaugh. Info 814/539-4114.
SOUTH CAROLINA MOTOCROSS
Low Country TT/MX Promotions of S.E. GA. Hardeeville. Info 912/355-1816 or 681-4065.
TENNESSEE SUPERCROSS
Foothills Sports Park, Kodak. Info 615/689-2454 or 573-5425.
WASHINGTON CROSS COUNTRY
PAC Off Road Racing/AATVA. Horn Rapids ORV Park, Richland. Info 509/457-6234.

September 17-18

CALIFORNIA ROAD RACE
• WERA Pacific/Mountain Region/WSMA. 24 Hr. Willow Springs Int'l Raceway, Willow Springs. Info 805/256-2471.
INDIANA DRAGS
• AMRA C'ship Series. 2nd Annual Indiana ABATE All Harley Nat'l. Bunker Hill Dragstrip, Bunker Hill. Info 219/674-5694.
MICHIGAN TRIALS
Michigan Ontario Trials Assn. Observed Trials. Suburban Slow Spokes MC, Port Huron. Info 313/779-9842.
NEW YORK ENDURO
NETRA C'ship Series. Sat. Skiparee Jr. N. Petersburg. Info 203/875-5757.

September 18

ALASKA SUPERCROSS
AMRA C'ship MX Series. Kincaid Park, Anchorage. Info 907/344-8229 or 346-3699.
ARIZONA TRIALS
Observed. Central Arizona Trials, Wolf Creek, Prescott. Info 602/841-7575.
CALIFORNIA ENDURO
SCEC Family Enduro. Barstow. Info 714/689-6114.
CALIFORNIA SUPERCROSS
Life's A Beach/Shock-Tech. Carlsbad Raceway, Carlsbad. Info 619/967-9811.
CALIFORNIA MOTOCROSS
• CMC Dodge Trucks Trans-Cal Series. Sandhill Ranch, Brentwood. Info 714/261-6116.
CALIFORNIA MOTOCROSS
CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA MOTOCROSS
SMX. DeAnza Cycle Park, Sunnymead. Info 714/583-7486.
COLORADO HARE & HOUND
AMA Nat'l C'ship H & H Series/Little Snake MC. Craig. Info 303/824-2106.
COLORADO MOTOCROSS
SRAC/PMI. Pueblo. Info 303/989-7436.
COLORADO TRIALS
RMTA C'ship Series. Idaho Springs. Info 303/330-2923 or 475-2018.
CONNECTICUT MOTOCROSS
NESC C'ship Series. Central Village. Info 413/772-0685.
FLORIDA MOTOCROSS
FMC Fall Series. Ocala MX, Ocala. Info 904/867-1340 or 622-9400.
FLORIDA MOTOCROSS
AMA FL MX Series - Gold Cup, Round 2. SuperSports. Dade City Raceway, Dade City. Info 813/822-8929.
FLORIDA ROAD RACE
AMA/CCS. Moroso Motorsports Park, W. Palm Beach. Info 407/793-3394 or 622-1400.
FLORIDA MOTOCROSS
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
IDAHO MOTOCROSS
Fossil Bowl, Clarkia. Info 208/245-3608 or 245-4940.
INDIANA POKER RUN/HARE SCRAMBLES
H Cubed, Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
INDIANA HARE SCRAMBLES
IN-IL-KY Enduro Riders. Black Coal Nat'l. Lynnville. Info 812/423-2710.
IOWA ENDURO
AMA/ D-22/IERA. Winterset. Info 515/292-8644.
KENTUCKY MOTOCROSS
Eastern KY MX, Eastern. Info 606/235-9306.
MASSACHUSETTS TURKEY RUN
NETRA C'ship Series. Foothill TR. Sandisfield. Info 203/875-5757.
MICHIGAN MOTOCROSS
MRA. Lof Road TNT, between Coldwater & Bronson. Info 517/522-4380.
MICHIGAN ENDURO
D-14 C'ship Series. St. Helens. Info 616/429-6126.
MISSISSIPPI MOTOCROSS
AMA/NMA. Jenkins Creek MX Park, Liberty. Info 504/362-5200.
MISSISSIPPI MOTOCROSS
Central MS MX, Pearl. Info 601/939-2017.
MISSOURI MOTOCROSS
MXP. Finger Lakes State Park, Columbia. Info 314/696-5561 or 474-4649.
NEVADA MOTOCROSS
AMA/D-36/OTHG. Fernley. Info 702/358-4388 or 358-2257.
NEVADA MOTOCROSS
• Las Vegas Int'l Raceway, Las Vegas. Info 702/365-1080.
NEW JERSEY MOTOCROSS
• AMA/D-6. Raceway Park, Englishtown. Info 201/446-6331 or 446-6740.
NEW YORK SHORT TRACK
Plus Old Timers. Square Deal Riders, Afton. Info 607/648-3103.
NEW YORK MOTOCROSS
• AMA. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997.
NORTH CAROLINA HARE SCRAMBLE
SETRA C'ship Series. Airport HS, Hickory. Info 704/937-9177 or 487-8222.
OHIO MOTOCROSS
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.
OHIO MOTOCROSS
• Kenworthy's GP Club, Troy. Info 513/335-4763.
OHIO HARE SCRAMBLES
Malvern Moto Sport Park, Malvern. Info 216/567-2458.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.

OREGON MOTOCROSS
MXNW Series. Albany Supercross, Albany. Info 503/928-4474.
PENNSYLVANIA ENDURO
ECEA C'ship Series. Michaux Enduro. South Penn Enduro Riders. Shippensburg. Info 717/245-0353.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Evansville Raceways, Berwick. Info 717/759-2841.
PENNSYLVANIA SCRAMBLES
• E. PA Piston Poppers MC, Downington/Coaksville. Info 215/269-3661.
SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.
SOUTH CAROLINA MOTOCROSS
Suicide Run MX Park, Yemassee. Info 803/844-2082.
TENNESSEE MOTOCROSS
• Smoky Mountain MX, Pigeon Forge. Info 615/453-4622 or 453-8203.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
TEXAS MOTOCROSS
• Mustang Tracks, Alvin. Info 713/488-8563 or 337-3970.
TEXAS MOTOCROSS
• Goodtimes Motor Sports Park, San Antonio. Info 512/674-9422.
TEXAS HARE SCRAMBLE
South Texas Series. Dirt Bike Club of San Antonio. High Grove. Info 512/733-0375 or 438-7594.
UTAH YSR50 ENDURANCE
USBA. YSR50 2-Hr. Ogden Kart Track, Ogden. Info 801/582-1175 or 967-7125.
VERMONT MOTOCROSS
VT MX Assn. Berkshire MX Track, Enosburg. Info 802/933-2022.
WASHINGTON SHORT TRACK
AMA. Tacoma MC. Thurston County ORV Park, Olympia. Info 206/845-2505.
WASHINGTON MOTOCROSS
Squisher Racing. Horn Rapids ORV, Richland. Info 509/837-3595.
WASHINGTON MOTOCROSS
• CMC. 9th Annual Yamaha Gold Cup Series. Spokane Raceway, Spokane. Info 509/244-3663.

September 21

CALIFORNIA MOTOCROSS
• CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
• AMA/American Raceways, Inc. Glen Helen OHV Park, San Bernardino. Info 818/914-4002.
CALIFORNIA DRAGS
• Baylands Raceway park, Fremont. Info 415/651-2545.

September 22

CALIFORNIA SPEEDWAY
• AMA/Agajanian Enterprises. Ascot South Bay Stadium, Gardena. Info 213/515-5115.
OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

September 23

CALIFORNIA MOTOCROSS
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA STADIUM MX
Stadium MX Racing Assn. Sacramento. Info 916/366-7368.
CALIFORNIA MOTOCROSS
• CMC/VMX. Plus Vintage. Ascot Park, Gardena. Info 714/261-6116.
CALIFORNIA SPEEDWAY
• Int'l. Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA SHORT TRACK
• BRA. Bakersfield Speedway, Bakersfield. Info 805/323-7877.
DELAWARE SHORT TRACK/SUPERCROSS
Middleford Speedway, Milford. Info 302/629-6535 or 335-4386.
GEORGIA MOTOCROSS
Riverside MX, Calhoun. Info 404/625-5328 or 629-4114.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/439-7735 or 517/522-4380.
NEBRASKA MOTOCROSS
Kam Raceway, Hastings. Info 402/463-4717.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
SOUTH CAROLINA SUPERCROSS
• Riverside Speedway, Travelers Rest. Info 704/685-3033.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/554-3392.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

September 23-25

NEVADA GRAND PRIX
• Best in the Desert C'ship Series. Peppermill GP C'ship. Mesquite. Info 702/457-5775.
NEW JERSEY DRAGS
• IDBA Nat'l C'ship Series. U.S. Nationals. Atco Dragway, Atco. Info 205/849-7886 or 800/553-IDBA.

September 24

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ARIZONA MOTOCROSS
Canyon Raceway, Phoenix. Info 602/258-RACE.
ARKANSAS MOTOCROSS
• Cleburne County Speedway, Heber Springs. Info 501/362-6474.
CALIFORNIA ARENACROSS
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA TRI-OVAL
• R & D Enterprises. Mid-State Fairgrounds, Paso Robles. Info 408/449-7367.
CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA HALF MILE
• AMA Nat'l C'ship Dirt Track Series/Camel Pro/Agajanian Enterprises. Ascot Park, Gardena. Info 213/321-5323 or 515-5115.
DELAWARE MOTOCROSS
AMA. Middleford Speedway, Milford. Info 302/629-6535 or 335-4386.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK/MX
• Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA MOTOCROSS
Thunder Creek MX, Jackson. Info 912/994-6630.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/259-5092 or 278-1570.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/937-3372.
GEORGIA SUPERCROSS
Knucklesville SX, Dahlonega. Info 404/864-8735.
IDAHO MOTOCROSS
• SIRA. State C'ship. Duncan's Race Track, Burley. Info 208/678-5677.
MINNESOTA SHORT TRACK
DTRA of MN, Helm's Speedway, Pease. Info 612/369-4343.
MISSISSIPPI SHORT TRACK
Mississippi Raceway, Laurel. Info 601/729-2966 or 428-0819.
NEVADA SAND DRAGS
• Las Vegas Int'l Raceway, Las Vegas. Info 702/365-1080.
NEW YORK SHORT TRACK/SCRAMBLES
Paradise Speedway, Geneva. Info 315/789-7293.
NORTH CAROLINA MOTOCROSS
Wheeling It, Inc. Maysville. Info 919/347-3972.
OHIO SHORT TRACK
Sideways Promotions. Deerfield Speedway, Deerfield. Info 216/584-8668.
OHIO MOTOCROSS
• Honda Hills, Linnville. Info 614/323-3766 or 228-0690.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
PENNSYLVANIA SHORT TRACK
Micro Sprint. Trail-Way Speedway, Hanover. Info 717/359-4310.
SOUTH CAROLINA MOTOCROSS
Low Country TT/MX Promotions of S.E. GA. Hardeeville. Info 912/335-1816 or 803/681-4065.
TENNESSEE MOTOCROSS
• Carthage MX Raceway, Carthage. Info 615/735-9319.
TENNESSEE SUPERCROSS
• Dallas Ricker Complex, Greeneville. Info 615/323-5497.
TENNESSEE SHORT TRACK
• WKCRA/Paris Dirt Trackers. Henry County Fairgrounds, Paris. Info 901/642-0511.
TEXAS SUPERCROSS
• TMC Nite SX Series. Goodtimes Motor Sports Park, San Antonio. Info 512/674-9422.

September 24-25

FLORIDA DRAGS
• Dragbike! USA Nat'l C'ship Series. 11th Annual Motorcycle Stuff Florida Nat'ls. Bradenton. Info 315/735-1661.
IDAHO MOTOCROSS
• State C'ship Series. Owyhee MC. Burley, Sat. Blackfoot, Sun. Info 208/376-7735 or 342-9717.
KENTUCKY TRIALS
STRA C'ship Series. Berea. Info 615/967-3008.
MICHIGAN SHORT TRACK/MX
AMA/D-14. Moreland's MX Park, Stanton. Info 517/235-4105.
MICHIGAN MOTOCROSS
Buck's MX, Jack Arena, Wyandotte. Info 313/388-3031.
OREGON VINTAGE ROAD RACE
N.W. Tripe Crown Series. OMRRA. Portland Int'l Raceway, Portland. Info 503/774-0023.
TEXAS ROAD RACE
CRRC Series. Sat. Endurance, Sun. Sprints. College Station. Info 713/342-1902.
TEXAS TRIALS
CTTA Series. Rounds 7 & 8. City Park, Austin. Info 512/546-4501.

September 25

ARIZONA DESERT RACE
ADRA C'ship Series. 66th Annual Young Classic. Young. Info 602/252-1900.
CALIFORNIA MOTOCROSS
• CMC Dodge Trucks Trans-Cal Series. Sunrise Valley Cycle Park, Adelanto. Info 714/261-6116.
CALIFORNIA MOTOCROSS
DRC. DeAnza Cycle Park, Sunnymead. Info 714/653-6110 or 242-5840.
CALIFORNIA MOTOCROSS
Marysville MX, Marysville. Info 916/695-2727.
CALIFORNIA MINI ROAD RACE
SRE. Karting Recreation Center, Oxnard. Info 805/871-7055.
CALIFORNIA MOTOCROSS
CRC/WMXA. Plus Women's Invitational Race to End Hunger. L.A. County Raceway, Palmdale. Info 805/272-8889 or 714/359-1195.
CALIFORNIA GRAND PRIX
SRA. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA MOTOCROSS
• CMC. Plus Vintage. Tulare. Info 209/686-4040 or 688-3949.
CALIFORNIA HARE & HOUND
AMA/D-37. Shamrocks MC, Tiegle Wash. Info 818/767-4594.
CALIFORNIA TRIALS
AMA/CORVA/American Trials Assn. Valley Observed Trials Enthusiasts. Angeles Nat'l Forest, Little Rock. Info 818/767-5194.
COLORADO MOTOCROSS
State C'ships. SRAC/Prairie Hills Promotions. Berthoud. Info 303/989-7436.
COLORADO ROAD RACE
MRA C'ship Series. Denver. Info 303/443-7446.
FLORIDA MOTOCROSS
• AMA/SuperSports. FL MX C'ship Gold Cup Series, Round 3. Hyman Myers Raceway, Tallahassee. Info 904/656-2915.
GEORGIA MOTOCROSS
FMC Fall Series. South Georgia MX, Valdosta. Info 912/559-6080 or 904/225-5320.
GEORGIA ENDURO
SETRA C'ship Series. Cochran Fun Run, Cochran. Info 404/532-6832.
GEORGIA MOTOCROSS
Echconnee MX, Macon. Info 912/788-8227 or 956-5420.
HAWAII ROAD RACE
Hawaii Road Race Assn. Hawaii Raceway Park, Wahiawa. Info 808/235-0002.
INDIANA ENDURO
D-14 C'ship Series. Burr Oak. Info 616/429-6126.
INDIANA HARE SCRAMBLES
Red Fox TNT, Lynnville. Info 812/985-9459.
INDIANA HILLCLIMB
AMA/D-15 State C'ship. Goshen Ironhorsemen Clubgrounds, Goshen. Info 219/674-8061 or 293-3398.
KANSAS MOTOCROSS
Kansas GNC Qualifier. Coal Country MX, Pittsburg. Info 316/231-7643.
KENTUCKY MOTOCROSS
AMA. Pendleton County Rec. Park, Gardnersville. Info 606/472-3442.
KENTUCKY HARE SCRAMBLES/MX
Sportstown USA. Ohio Valley Raceway, West Point. Info 502/351-4442 or 935-7674.
MICHIGAN MOTOCROSS
MRA. Wheel Wars, Harrison. Info 517/539-6033.
MISSISSIPPI MOTOCROSS
AMA/NMA. Jenkins Creek MX Park, Liberty. Info 504/362-5200.
MISSISSIPPI MOTOCROSS
GNC Qualifier. Mid-South MX Assn. Cedar Lake MX Park, Byhalia. Info 601/393-0742.
MISSOURI HARE SCRAMBLES
MO C'ship. Flat River Chamber of Commerce. Flat River. Info 314/427-1204.
NEBRASKA MOTOCROSS
Cornhusker MX Circuit. N. Platte MX Assn. Lincoln County Fairgrounds, N. Platte. Info 308/532-6660 or 534-6539.
NEW HAMPSHIRE MOTOCROSS
NESC C'ship Series. Bryar Motorsport Park, Loudon. Info 413/772-0685.
NEW YORK SHORT TRACK
• AMA/Electric City Riders MC, Schenectady. Info 518/399-4270 or 374-7979.
NEW YORK MOTOCROSS
WNYSC. Hunt Racing, Hunt. Info 716/476-2697.
NORTH CAROLINA MOTOCROSS
• NAME Fall Nat'ls. Devils Ridge MX, Sanford. Info 919/776-2412.
NORTH CAROLINA MOTOCROSS
• S.E. MX Assn. Fall Series. Montrose MX, Raeford. info 919/875-3805.
OHIO MOTOCROSS
• Honda Hills, Linnville. 614/323-3766 or 228-0690.
OKLAHOMA MOTOCROSS
• Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
OREGON MOTOCROSS
MXNW Series. Mt. View Raceway, Sandy. Info 503/668-9409.
PENNSYLVANIA MOTOCROSS
Hurricane Hills Sports Center, Clifford. Info 717/587-2190 or 222-9290.
PENNSYLVANIA MOTOCROSS
AMA/AATVA. Sleepy Hollow MX Park, Fredericksburg. Info 717/273-1180.
PENNSYLVANIA MOTOCROSS
AMA/D-5. Brownsville City Park, Brownsville. Info 304/594-1157.
RHODE ISLAND ENDURO
NETRA/ECEA Nat'l C'ship Series. Little Rhody Enduro. Rhody Rovers MC. W. Greenwich. Info 401/397-3076 or 203/875-5757.
SOUTH CAROLINA MOTOCROSS
Cottageville MX, Cottageville. Info 803/538-7808 or 538-3947.
TENNESSEE MOTOCROSS
TN State C'ship Series. Boyd's Creek MX, Sevierville. Info 615/453-8947 or 453-8546.

MIDDLEFORD SPEEDWAY
Milford, Delaware
1988 FALL SCHEDULE
Sept. 23 Short Track
Sept. 24 MX/Dirt Drags
Sept. 25 Motocross
Sept. 30 Short Track
Oct. 1 MX/Dirt Drags
Oct. 7 Short Track
Oct. 14 Short Track
Oct. 15 State C'Ship ST
Oct. 16 Motocross
Oct. 21 Short Track
Oct. 22 State C'Ship Dirt Drags
Oct. 28 Short Track
Oct. 29 MX/Dirt Drags
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November 13
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"Track Closed During September for Renovation and Improvements"
Oct. 1 SMX

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Oct. 9
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Iron Horse
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Saturday Poker Run
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Sun. Sept. 25 MX LA County Raceway
Sun. Oct. 2 MX Perris Raceway
Sun. Oct. 9 MX LA County Raceway
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Every Second Sunday — LA County Raceway
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SEPTEMBER 16
Costa Mesa, CA
Info - (714) 492-9933

SRA
California Schedule
Oct. 16 Hilltoppers
Sept. 25 Glen Helen
Oct. 30 Perris
Info (714) 957-2985

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Qualifying 6:30pm
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Race 1:00pm

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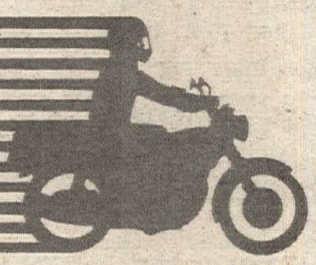

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Sun. Sept. 18 Trans-Cal Sandhill Ranch
Fri. Sept. 23 Ascot
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Sun. • National Sprints
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Sat. Sept. 17 IMS ATV Speedway
Sun. Sept. 18 Top Gun ATV's
Sun. Sept. 18 CRC Motocross
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DOUBLE CROSS RACING
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Sundance G.P.
Carlsbad
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KAL-GARD, A&A Racing, & PRO-PLATES
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The 1988 World Championship
Dirt Track Series!

TEXAS MOTOCROSS
• Burleson MX Park, Burleson. Info 817/295-8908 or 295-1760.
TEXAS HARE SCRAMBLE
• 50 Mile Series. TX CC Racing Assn. Tyler. Info 214/775-6278.
TEXAS ENDURO
Sabine Circuit/AMA Regional. Caney Creek. Trail Riders of Houston. New Waverly. Info 40/722-7926.
TEXAS MOTOCROSS
• Bastrop Raceway, Bastrop. Info 512/832-1274 or 321-9861.
VIRGINIA HARE SCRAMBLES
VA C'ship Series. Stoney Broke HS, Middlebrook. Info 703/886-3717.
WASHINGTON SHORT TRACK
AMA/Tacoma MC. Thurston County ORV Park, Olympia. Info 206/845-2505.

September 28

CALIFORNIA DRAGS
• Baylands Raceway Pasrk, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
• AMA. American Raceways, Inc. Inland Motor Speedway, Glen Helen OHV Park, San Bernardino. Info 818/914-4002.
CALIFORNIA MOTOCROSS
• CMC. Baylands Raceway Park, Fremont. Info 415/651-2545.

September 29

CALIFORNIA SPEEDWAY
• AMA/Agajanian Enterprises. Ascot South Bay Stadium, Gardena. Info 213/515-5115.
OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

September 30

CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
• CMC. Ascot Park, Gardena. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA STADIUM MX
Stadium MX Racing Assn. Sacramento. Info 916/366-7368.
DELAWARE SHORT TRACK/SX
Middleford Speedway, Milford. Info 302/629-6535 or 335-4386.
GEORGIA MOTOCROSS
Riverside MX, Calhoun. Info 404/625-5328 or 629-4114.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/439-7735 or 517/522-4380.
NEBRASKA MOTOCROSS
Kam Raceway, Hastings. Info 402/463-4717.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
SOUTH CAROLINA SUPERCROSS
• Riverside Speedway, Travelers Rest. Info 704/685-3033.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/554-3392.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

Sept. 30-Oct. 2

CALIFORNIA DESERT RACE
• AMA/D-38/Fudpucker Racing Team. Plaster City East, Imperial County. Info 619/427-5759.

October 1

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
CALIFORNIA SHORT TRACK/TT
R.L. Promotions. Spinners Raceway, Porterville. Info 209/784-6301.
CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA MOTOCROSS
SMX. Perris Raceway, Perris. Info 714/583-7486.
DELAWARE MOTOCROSS
Middleford Speedway, Milford. Info 302/629-6535 or 335-4386.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/937-3372.
GEORGIA MOTOCROSS
Thunder Creek MX, Jackson. Info 912/994-6630.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/259-5092 or 278-1570.
GEORGIA SUPERCROSS
Knucklesville SX, Dablonega. Info 404/864-8735.
MASSACHUSETTS JR. ENDURO
NETRA C'ship Series. PSTR Fall Jr. Freetown. Info 203/875-5757.
MINNESOTA SHORT TRACK/SPEEDWAY
Omar's Gopher Racing. Montgomery Speedway, Montgomery. Info 612/593-1283.
NEVADA ULTRACROSS
• Mickey Thompson Ent. Group. Sam Boyd Silver Bowl, Las Vegas. Info 714/938-4100.
NEW YORK SHORT TRACK/SCRAMBLES
Paradise Speedway, Geneva. Info 315/789-7293.
OHIO TT SCRAMBLES
Sideways Promotions. Deerfield Speedway, Deerfield. Info 216/584-8668.
PENNSYLVANIA MOTOCROSS
AMA/D-5. Pleasure Valley Raceway, Armaugh. Info 814/539-4114.
PENNSYLVANIA SHORT TRACK
Micro Sprint. Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE SUPERCROSS
Foothills Sports Park, Kodak. Info 615/689-2454 or 573-5425.

October 1-2

CALIFORNIA GRAND PRIX
AMA/D-37. Dirt Diggers GP. Glen Helen OHV Park, San Bernardino. Info 213/675-8653 or 714/880-1733.
CALIFORNIA ROAD RACE
• WSMA/Formula USA. Willow Springs Int'l Raceway, Willow Springs. Info 805/256-2471.
CALIFORNIA MOTOCROSS
• CMC Dodge Trucks Trans-Cal Series. Chowchilla Fairgrounds, Chowchilla. Info 714/261-6116.
IDAHO STADIUMCROSS/MX
• Sat. Stadiumcross State C'ship. Sun. MX State C'ship. Boise. Info 208/376-7735 or 342-9717.
MICHIGAN MOTOCROSS
AMA/D-14. Moreland's MX Park, Stanton. Info 517/235-4105.
NEW YORK MOTOCROSS
Scat, Inc. Airborne Raceway, Plattsburgh. Info 518/561-3208.
PENNSYLVANIA MOTOCROSS
AMA/AATVA. Sleepy Hollow MX Park, Fredericksburg. Info 717/273-1180.

October 2

CALIFORNIA MOTOCROSS
• CMC Trans-Cal, Round 4. Huron. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SUPERCROSS
RCR/Life's a Beach/Shock-Tech. Carlsbad Raceway, Carlsbad. Info 619/967-9811.
CALIFORNIA MOTOCROSS
CRC. Perris Raceway, Perris. Info 805/272-8889.
CALIFORNIA GRAND PRIX
D-37. Best of the West Series. Sunrise Cycle Park, Adelanto. Info 818/707-3459.
CALIFORNIA MOTOCROSS
SMX. DeAnza Cycle Park, Sunnymead. Info 714/583-7486.
COLORADO MOTOCROSS
SRAC/Prairie Hills Promotions. State C'ships. Berthoud. Info 303/989-7436.
COLORADO TRIALS
RMTA C'ship Series. Woodland Park. Info 303/330-2923 or 475-2018.
CONNECTICUT ENDURO
NETRA C'ship Series. Pathfinders MC, Chester. Info 203/875-5757.
FLORIDA MOTOCROSS
• AMA/SuperSports. FL State C'ship Gold Cup Series, Round 4. Diamondback MX Park, Cocoa. Info 407/631-5571.
FLORIDA MOTOCROSS
FMC Fall Series. Callahan MX, Callahan. Info 904/757-3820 or 757-1921.
FLORIDA ENDURO
SETRA C'ship Series. Capitol City Enduro, Tallahassee. Info 404/532-6832.
FLORIDA MOTOCROSS
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
ILLINOIS SCRAMBLES
Season C'ship. Belleville Enduro Team, Belleville.
INDIANA POKER RUN/HARE SCRAMBLE
H Cubed, Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
INDIANA HARE SCRAMBLES
Stoney Lonesome MC, Columbus. Info 812/379-2312.
IOWA ENDURO
AMA/D-22/Central IA Enduro Riders. Barlett. Info 515/292-8644.
KENTUCKY MOTOCROSS
Sportstown USA. Ohio Valley Raceway MX, West Point. Info 502/351-4442 or 935-7674.
LOUISIANA HARE SCRAMBLES
LA State C'ship Series. Watson. Info 504/664-7015.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Motocross 338, Southwick. Info 413/569-6801.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone number (with area code) for more information: _____

Your name: _____

RESULTS

Motocross
NESC
Loudon, NH
Aug. 8

125 NOV
Mike Brogan KTM
Steve Rourke Hon
Tom Smyth Hon
Bernie Grzywacz Kaw
Jason Pratt Hon
250 NOV
Ken Niles Hon
Ed Butler Hon
Gary Blackington Yam
Peter Hersom Suz
Craig Bridge Suz
OPEN NOV
Ken Niles Hon
Chris Duval Hon
Mark Brown Hon
David Berquist ATK
Peter Hersom Suz
125 AM
Jim Johnson Hon
John Wood Suz
Mike Spugnardi Hon
Mark Broderick Kaw
Jeff Haight Hon
250 OPEN AM
Richard Barnaby Suz
Bert Drouin Suz
Jon Vandall Suz
Adyn Kirkpatrick Hon
Bob Jurzak Kaw
125 EX
Doug Henry Yam
Wemyss Scott Yam
Bill Dzielak Hon
Pat Barton Hon
Joe Waddington Yam
250 OPEN EX
Leo Fauteux Kaw
Eric Pearson Hon
Pat Barton Yam
VET (30-34)
Don Grahn Hon
David Clemence Hon
Ralph Hanson Cag
Dan McNeil Yam
Mark Malonson Suz
SR VET
Dan Boone Sr Yam
Ron Vincent Yam
John Linnens Suz
Lou Colon Yam
Cindy Erdle Hon
85 BEG
John Studley Kaw
Adam Dupont Hon
Jeff Carmicnani Kaw
Brian Collete Kaw
Tom Daigneault Kaw
85 JR
Anthony Lawrence Kaw
John Barone Jr Kaw
Bob Busa Yam
Don Boone Jr Kaw
Paul Matkowsky Kaw
85 SR
Walt Silva Yam
Tony Lorusso Yam
Jason Buzzee Kaw

125 BEG
Jim Thoma Hon
Rob Lockwood Yam
Sean Richmond Suz
Brett Melville Kaw
125 JR
Ron Jackson Suz
Trevor Lewis Yam
Keith Goyette Yam
Gary Pearson Hon
Ryan Adams Kaw
125 SR
Wally Silva Kaw
Jason Buzzee Kaw
Scott Carter Kaw
Chris Nikias Hon
Randy Dow Kaw

Short Track
Mississippi Raceway
Laurel, MS
Aug. 27
By L. Hendry

Tim Lorge Rtx
Bobby Myers Yam
Mike Steh Yam
Ricky Bigot Hon
Danny Boswell Hon

Motocross
Ascot Park
Gardena, CA
By Ken Faught
Aug. 19

80
C. Hoeft Yam
S. Igercic Yam
J. Larkin Yam
C. McNatt Yam
P. Schatz Yam
60
J. Shirey Kaw
J. Theys Kaw
P. Ito Kaw
J. Spencer Yam
R. Mitchell Kaw
80 OPEN
J. Shirey Yam
80 BEG
J. Butte Yam
J. Theys Kaw
P. Ito Yam
M. Whitlock Kaw
S. O'Brien Suz
80 JR
R. Doty Kaw
D. Rasmussen Hon
J. Willoh Kaw
M. Leppert Suz
D. Clifford Kaw
80 INT
C. Kefalas Hon
M. Mairose Yam
ADULT MINI
R. Maeda Scr
S. Berry Yam
125 BEG D-1
S. Wedgewood Hon
T. Cozad Hon
J. Wells Hon
C. Chavez Hon
S. Gaebleim Hon
125 BEG D-2
C. Smalley Hon
T. Valadez Hon
T. Hunter Hon
D. Epherson Suz
R. Robinson Cag
125 JR
E. Chavira Hon
S. Bainter Cag
M. Laidler Kaw
C. Kefalas Hon
K. Rood Kaw
125 INT
S. Kotajarvi Cz
H. Hall Suz
D. Barnett Suz
D. Bush Hon
M. Cosentino Cag
125 PRO
M. Young Cag
250 BEG D-1
T. Williams Kaw
J. Gannaway Hon
D. Darling Hon
D. Anderson Kaw
J. Uribe Hon

Scrambles
Mid-State C'ship
Bolado Park
Hollister, CA
Aug. 13-14
By Mike Vancil

P/W 50
Michael Hannis Suz
Tony Souza Jr Yam
Jake Kenney Yam
MINI 60
Jeff Gabhart Kaw
Shaun Russell Kaw
MINI 80
Dan Hart Kaw
Matt Willard Kaw
250 NOV
Lonnie Pauley Yam
Dan Argano Hon
Kirk Brewer Kaw
250 JR
Tracy Dawson Yam
George Alloyn McBee Yam
500 NOV
Dan Argano Hon
John Gonzales Hon
Mark Sheppard Yam
Robert Atkins Yam
Jack Cook Yam
500 JR
Geoge Alloy McBee Yam
Tracy Dawson Yam
Bryan Dunivan Yam
David Freeze Yam
Steve Sullenger Yam
600 JR
Dan Argano Hon
Kenny Waag Hon
Bryan Dunivan Yam
VET
Tracy Dawson Yam
500 EX
Frank Garcia H-D
Randy Berman Rtx
250 BEG D-2
K. York Yam
C. Hudson Hon
T. Cavallo Yam
D. Lee Suz
K. Jones Yam
250 JR
G. Wagner Yam
M. Washko Hon
A. Curry Kaw
S. Ward Yam
D. Maeda Scr
250 INT
J. Dominici Hon
M. Cosentino Cag
J. Whitehead Kaw
K. Lopa Hon
K. Myers Hon
250 PRO
M. Young Cag
B. Kline Hon
P. Murray Cag
J. Posca Kaw
E. Sandstrom Kaw
500 BEG
R. Osman Kaw
K. Phelan Hon
B. Brooks Hon
D. Grant Kaw
R. Hansen Rtx
500 JR
D. Thayer Hon
B. Sloan Hon
W. Zarth MS
500 PRO
C. Hofmeister Hon
S. Conley Kaw
P. Murray Cag
J. Posca Kaw
T. Blenert Hon
VET JR
R. Spencer Yam
K. Phelan Hon
J. Salmen Yam
T. Williams Kaw
J. Ruscigno Hon
VET MSTR
R. Smith Kaw
VET PRO
R. Johnson Hon
M. Moates Yam
M. Kordyak KTM

Motocross
Central Mississippi
MX Association
Pearl, MS
Aug. 7
By Luther Stowers

80 (12-15 yrs)
Johnny Overby Kaw
Mike Wasakortis Suz
60
Jacob Lott Kaw
MICRO-MINI AUTO
Jonathan Evans Yam
250 NOV
Ronald Hawkins Yam
Jeff Marek Hon
Johnny Hembree Kaw
Kenneth Allen Kaw
David Redwood Hon
125 NOV
Johnny Hembree Kaw
Keith Davis Yam
Mike Moak Yam
Roger Camp Suz
Wade Cleveland Hon
ENDR
Nolan Holified Kaw
Kenneth Allen Hus
Scott Freitag Hon
Kevin Oakes Yam
Richard Ford Yam
250 EX
Chris Ready Suz
Scott Slay Kaw
Mark Lowry Kaw
Bill McCalip Hon
SR
David Redwood Hon
B B Childs Hon
Rick Guy Hon
Bill McGehee Yam
Ronnie Johnston Hon

Short Track
Putnam County Fair
Cookeville, TN
Aug. 24
By Chuck Wilson

50 AUTO
B. J. Dietz Suz
William McBride Suz
60
Andy Wilson Kaw
Jason Watson Kaw
Josh Deck Kaw
Nathan McMorrow Yam
Jeff Welch Kaw
80 JR
Andy Wilson Kaw
80 SR
David Wilson Kaw
125
Mike Goolsby Hon
Mark Payne Suz
Richie Billings Kaw
Eric Page Kaw
Terry Proffitt Kaw
250
Mike Goolsby Hon
Jeff Kludge Yam
Jon Scott Yam
Rob Weir Yam
Zane Hayes Yam
251-UP
Jeff Kludge Hon
Mark Payne Suz
Larry Cunningham Hus
Daniel Dorminey Suz
Eric Page Kaw

Motocross
Western New York
Sports Committee
1988 Summer Series
Final Overalls
By M. Harasmisz

60
Douglas Retterer
Patrick Mills
MINI NOV
Chad Oliver
Darrin Wiebe
Dave Walsh
Mat Halsey
MINI INT
Dean Armstrong
John Irvine
Ted Baumgart
MINI AM
Brian Tyler
Ben Dressner
Justin Berg
SCHBY
Darrell Stone
Jim Farell
Jim Hollenback
Kristopher Bailey
100-200 NOV
Ken Longcor
Matthew Duell
Tab Ainsworth
Greg Holbert
Bill Doud
OPEN NOV
Heath Gerstner
John Frey
Greg Evans
Kevin McNamara
Dave Waters
100-200 INT
Rob Baumgart Jr
Jason Lewis
Kristopher Bailey
Jim Hollenbeck
Todd Ainsworth
OPEN INT
John Bosch
John Boone
Russell Bellinger
125 AM
Scott Camp
Jason Ragan
Robert Dahl
Carl Morse
Aaron Brushingham
250 AM
Lance Camp
Jason Ragan
Peter Nicolosi
Robert Dahl
OPEN AM
Peter Nicolosi
Fred Lucas
VINT & WDS
David Carman
Scott Wolfer
Brian Broadwell
Oscar Dejac
Mark Schneider
SR B
Dave Baker
Thomas Lee
F.W. Schrantz
Scott Galliford
Dennie Trask
25 +
Martin Merz
Roger Jackson
Gerald Divelbliss
125 EX
Paul Austin
Larry Fitzgerald
Andrew Walsh
250 EX
Paul Austin
Martin Merz
Larry Fitzgerald
Brian Years
Kevin Long
SR A
Bart Lucas
Paul Carpenter

Motocross
Racing Enterprises
Carlsbad Raceway
Carlsbad, CA
Aug. 27
By Robert Failing

125 BEG
Darren Clifford Hon
Michael Landegent Kaw
Michael Edwards Hon
John Clifford Kaw
Eric Christiansen Yam
250 BEG
Ken Wintston Hon
Eric Smith Hon
Mike Ulrich Hon
Bill Cantrell Suz
Jeff Julian Hon
500 BEG
Eric Carr Yam
Bill Siry Hon
Randy Schmidt Hon
VET BEG
Gary Scott Kaw
Rick Patrick Hon
Curtis Jablonski Hon
Jerry Link Yam
Michael Rock Hon
80 JR
John Ruof Hon
Aaron Wenstrua Yam
125 JR
Roger Saenz Yam
Derek Meyer Hon
Keith Shodof Suz
Jonathan Knight Kaw
Terry Boyd Hon
250 JR
Jason McCormick Kaw
Jeff Hanzo Mai
Jim Carley Kaw
Pat Drescanin Suz
Tom Sarac Suz
500 JR
Robert Failing Hon
Red Hendrickson Hon
Rick Price KTM
Jon Dorris Kaw
Ed Lowenberg Hon
VET JR
Phillip Hall Yam
Mike Ronk Hon
Aldon Colby Hon
Scott Wing Suz
Robert Pasley Yam
80 INT
Tony Amaradio Yam
125 INT
Luke Arcidiacono Hon
250 INT
Warren Witt Yam
Bob Nunez Hon
500 INT
Jimmy Odle Hon
Louis Peick KTM
VET INT
Robert Failing Hon
Alan Kent Hon
Lee Amaradio Yam
Rex White Kaw
OT INT
Tom Holmes KTM
Bill Malone hon
Chris Tuttobene Hon
VET MSTR
Mark McAdams Hon
Robert Dykman Kaw
OT MSTR
Robert Fortier Hon
125 PRO
Joe Tuttobene Hon
250 PRO
Ryan Hughes Yam
John Posca Kaw
Vince Warren Hon
Mike Black Yam
ET PRO
Willie Amaradio Yam
Vincent Deluca Hon
Mark Anderson Hon

Motocross
Motosports Park
Byron, IL
Aug. 14
By D. Hachmeister

MINI JR
Troy Wright Kaw
Jeremy Bardoner Kaw
Matt Spayer Suz
Selby Hollar Suz
Tim Palka Suz
125 B
Jason Bardoner Kaw
Don Harms Kaw
Jeff Mercer Kaw
Ernie Pazzali Hon
Leo Smith Hon
125 C
Dave Berquist Kaw
Eric Milestone Kaw
Dave Phelps Kaw
CC. Persons Hon
Mike Rogers Yam
SR MEN 28 +
Vic Paskus Hon
Cameron Cumpston Yam
Dan Rossi Suz
Gerhard Wart M-S
Dan Clemens Kaw
MINI SR
Jeff Faley Hon
Troy Bruder Kaw
Keith Hermann Suz
Russell LeCompte Kaw
Mike Berghorn Kaw
250 A
Bill Clark Hon
Dan Albright Kaw
Jeff Hill Yam
Darrin Morgan Hon
Bob Elder KTM
250 B
Brian Cook Yam
Ken Justen Hon
Bryan Emrich Hon
Jerry Rose Hon
Jamie Simes Kaw
250 C
Rick Slavik Hon
James Waldron Hon
Doren Coder Suz
Jim Christensen Kaw
VINT
Brian McNamara Hon
Blake Filarski Yam
Todd Aspling Suz
John Meehan CCM
James Friedlund Kaw
S/S 35+
Loren Cook Yam
Jerry Jensen Yam
Dave Harvey Yam
Lafe Baehr Hon
John Meehan KTM

Motocross
Fossil Bowl
Clarkia, ID
Sept. 5
By Butch Pharness

P/W 50
Dustin Pharness Hon
Adam Sumpter Yam
Ian Mack Yam
Travis Howell Yam
Steve Berger Suz
JR MINI
Jimmy LaMastus Kaw
Cory Bauder Kaw
Josh Easley Kaw
Jordan Sumpter Kaw
Gary Mack Kaw
80 BEG
Jimmy LaMastus Kaw
Derek Minzel Kaw
Ez Easley Hon
Keith Hayhurst Kaw
Greg Grant Kaw
80 NOV
Scott Johnson Kaw
Robbi Weitensteiner Kaw
125 BEG
Corey Burnette Yam
Jason Muscroft Suz
Cody Wilks Yam
125 NOV
Casey Horseman Hon
Jason Brooks Kaw
Eric Christianson Yam
Dustin Heikkinen Kaw
125 INT
Bob Winker Yam
Steve Wagner Yam
Sam Milsap Hon
Stan Hayer Kaw
Rob Sirosky Yam
250 NOV
Dustin Heikkinen Kaw
250 INT
John Nishner Yam
Steve Swanson Yam
Jon Brooks Kaw
250 PRO
Doug Miller Hon
LaVonn Gordon Hon
Dale Wolff Hon
Michael LaMastus Kaw
OPEN NOV
John Wayne Hon
OPEN NOV
John Wayne Hon
OPEN INT
Delbert Gumm Hon
OT
Scott Rogers Hon
OTH
Gary Doggett Kaw
Mike Pentland Hon
Bill Christianson Yam

Motocross
Fossil Bowl
Clarkia, ID
Sept. 4
By Buch Pharness

P/W 50
Adam Sumpter Yam
Travis Howell Yam
Dustin Pharness Hon
Ian Mack Yam
Ben Ingles Yam
JR MINI
Robbi Weitensteiner Kaw
Jimmy LaMastus Kaw
Cory Bauder Kaw
Andy Hannum Kaw
Josh Easley Kaw
80 BEG
Mike Miller Hon
Derek Minzel Kaw
Ez Easley Hon
David Stephenson Kaw
Jimmy LaMastus kaw
80 NOV
Scott Johnson Kaw
Robbi Weitensteiner Kaw
125 BEG
Corey Burnette Yam
Jason Muscroft Suz
Andy Savage Kaw
Cody Wilks Yam
Joel Nowakowki Kaw
125 NOV
Eric Christianson Yam
Casey Horseman Hon
Jason Brooks Kaw
Dusty Kissel Hon
Dustin Heikkinen Kaw
125 INT
Chris Russell Kaw
John Nishner Yam
Bob Winker Yam
Stan Hayer Kaw
Sam Milsap Hon
250 NOV
Dustin Heikkinen Kaw
Scott Balcos Kaw
250 INT
Steve Swanson Yam
Matt Shea Yam
John Nishner Yam
Phil Bridgers Hon
Dwayne Filipowic Hon
250 PRO
Dale Wolff Hon
Doug Miller Hon
Ken Peterson Suz
LaVonn Gordon Hon
OPEN NOV
Chuck Barclay Yam
Pat McConaly Hon
John Wayne Hon
OPEN INT
Delbert Gumm Hon
Dan Sheldon Hon
Randy Whelchel Hon
OT
Mike LaMastus Kaw
Dan Sheldon Hon
Dolan Schmidt Yam
Steve Myers Suz
Scott Rogers Hon
OTH
Gary Doggett Kaw
Bill Christianson Yam
Mike Pentland Hon

Motocross
White Oak
Fredericksburg, VA
Aug. 28
By Caryl Pigg

125 B
Mike Martin Kaw
Dale Gray Kaw
Allen Painter Yam
Mike Richards Kaw
Kevin Mustain Kaw
125 A
Todd Stith Kaw
Kurtis Barron Yam
Rick Penney Hon
Todd Wolfe Yam
Ted Orr Yam
125 C G-1
Mark Gilland Yam
Ray Stickel Yam
Gary Oliver Kaw
Chris Cartzendafner Hon
Chris Campbell Kaw
SR A
Sonny Mitchell Hon
Steve Simpson Hon
Jeff Prevast Suz
Doug Wentzell Hon
Edward Childs Yam
OPEN B
Rick Wendelken Hon
Lee Schmelyum Hon
Don Mercilliot Hon
Garland Hensley Yam
Melvin Killmeyer Hon
125 C G-2
Kyle Dietrick Kaw
John Kidd Kaw
Michael Land Hon
Larry Martin Suz
Mark Angiola Hon
250 A
Rick Penney Hon
Mike Ryan Hon
Mike Harris Hon
Donnie Melchoir Kaw
Kurtis Barron Yam
250 B
Rodney Yentzer Yam
Wallace Howery Yam
Chris Taylor Yam
Jeff Brown Yam
Hastings Foote Yam
250 C G-1
Donny Morelock Kaw
Melvin Wesley Hon
Scott Saville Hon
William Bowers Kaw
Bill Inscho Hon
S/S
Mike LoPicolo Hon
Johh Nelson Yam
Richard Crawford Kaw
Fred Rathert KTM
Bob Coleman Hon
SR B
Clint Beck Hon
Adam Polinboff Hon
Ray McClarren Hon
George Raymond Kaw
Carter Mackiewicy Hon
OPEN A
Tim Schmelyum Yam
William Runbles Hon
Todd Harper Hon

Hare Scrambles
Salem M.C.
Salem, OH
Aug. 28
By M.L. Miller

OA
Jeff Bonasera Yam
SR MINI
Eric Penick Yam
Mark McGrath Kaw
Jason Sell Kaw
Brent Abel Kaw
Greg Kenreigh Yam
125
Tim Byer Kaw
Don Bigley Yam
Rod McClelland Hon
Craig Herman Hon
Keith Reynolds Yam
200
Craig Betz Yam
David Ulizio Kaw
James McKeah Kaw
John Rodddyj kaw
Bill Burton Kaw
250
Rusty Myers Kaw
Joe Powers Hon
Jon Powerson KTM
Michael Gorman KTM
Lee Grigsby KTM
OPEN
Allan Hughes Kaw
Ted Miller hus
Flip Jendre KTM
Lou Giovanni Hon
Louis Dearman ATK
SR 1
John Gallagher Hus
Marty Heben Yam
Al Chuppa Hus
Doug Worley KTM
Carl Strahler C-A
SR 2
John Buka Kaw
Herb Leppelmeir KTM
Jed Mercer Yam
Claude Willett Hon
80 12-13
Ben Ricks Yam
Tres Bruce Kaw
Shawn Schultz Kaw
Gary Denges Yam
Alex Thacker Kaw
80 14-15
Billy Schlag Kaw
Scott Campbell Kaw
Chris Hall Hon
Joey Leanell Yam
K. C. Marohl Hon
250 C-2
Scott Strickler Yam
Gary Lhomnedieu Yam
Joe Dobrodey Hon
Robert Hancasky Hon
Joe Blevins Kaw
25+
Todd Stith Kaw
Jedd Mercer Yam
John Huston Yam
Jim Tranantis Hon
Robert Curtin Hon

Grand Prix
SRA
Perris, CA
Aug. 28

80 EX
Rod Johnson
80 AM
Joseph Nevins
80 NOV
Eric Wright
80 BEG
David Hicks
200 EX
Brett Duncan
Greg Fountain
Kevin Case
200 AM
Scott Bristor
200 NOV
Ryan Johnson
Kenny Holmes
Anthony Otwell
200 BEG
Jeremy Pistilli
David Farey
Shawn Tuohey
250 EX
Brian Manley
Greg Fountain
Cliff Oakes
Jeff Haase
Kevin Case
250 AM
Scott Bristor
Jeff Fine
Johnny Cambell
Leonard Kilman
Todd Cary
250 NOV
Brian Cornelius
Ed Vitelli
Brian Platte
Joe Bagnasco
Mark Gervais
250 BEG
Joe Feese
Dean Truelove
Ray Staubly
David Peel
Myron Hemley
OPEN EX
Tony Wanket
Craig Adams
George Thompson
Brian Schmuckle
Kevin Case
OPEN AM
Johnny Campbell
Robert Moore
Dave Simon
Leonard Kilman
Chris Burr
OPEN NOV
Robert Praytherr
Erik Frandsen
Brad Rook
John Whitaker
Rick Collins
OPEN BEG
Chris Cooky
Cal Myers
Shawn Tayler
Barry McCurdy
Kelly Nogy
VETT 200 EX
Paul Vogelsang
Larry Thompson
Andy Trancredi
David Wentz
Warren Barr
VET 200 NOV
Larry Velarde
VET 200 BEG
Tony O'Neal
Bob Breach
John Ortiz
Bill Greer
VET 250 EX
Jeff Haase
James Hanson
Wayne Martin
Tracy Hrach
Austin Haydis
VET 250 AM
Richard Dick
Mike Ruhstorfer
Mike Collins
Brad Meredith
Jim Hudson
VET 250 NOV
Steve Hredia
Norman Schiel
Dale Pickard
Rick Vaughn
Phillip Lock
VET 250 BEG
Brian Diulio
David Knecht
Dan Egesdagl
Chris J. Dunn
Louis Booth
VET OPEN EX
Craig Adams
Scott Smith
VET OPEN AM
Monte Prictchett
Robert Brauer
VET OPEN NOV
Bryan Benson
Frank Benacka
VET OPEN BEG
Jay Salmont
Luke Sabala
SR 200 EX
Vern Heth
SR 250 EX
Ron Dugan
Buster Lawrence
Steve Bussell
SR 250 AM
Tom Lambert
Jim Smith
Clive Cheffins
SR 250 NOV
Frank Harlan
Jim Nelson
James Powell
SR 250 BEG
Dean Beeson
Manual Serrano
SR OPEN AM
Jim Farrand
SR OPEN NOV
Dennis Middleton
SR OPEN BEG
Russell Perin

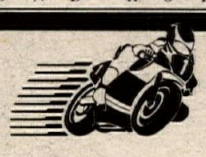
Road Race
Woody Creek Rcwy
Aspen, CO.
Aug. 13
By Judith Dominick

GTO
Team Boulder Yamaha
Team KK/YMS
Team Boulder Motorsports
Team Supertech
Team Sponteneity
GTU
Team The "Godz"
Team Real Motorcycle
Team Wizard Racing
Team Rammit Racing II
Team Buttheads
OA
Team Boulder Yamaha
Team the "Godz"
Team KK/YMS
Team Real Motorcycle
Team Wizard Racing

Quik Shop

DIAMOND-KOTE

Super Bike



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	Trial sub.	15 issues	$ 19.00
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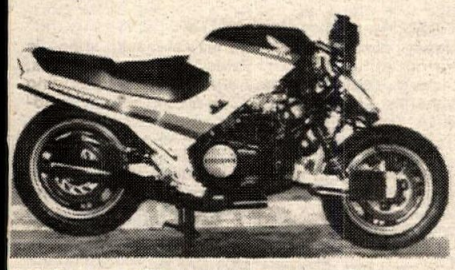

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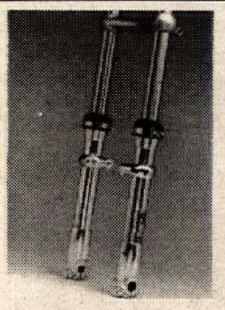

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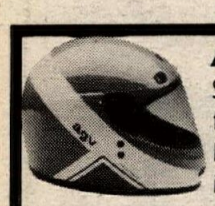

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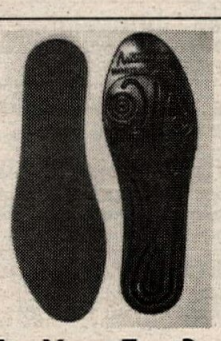

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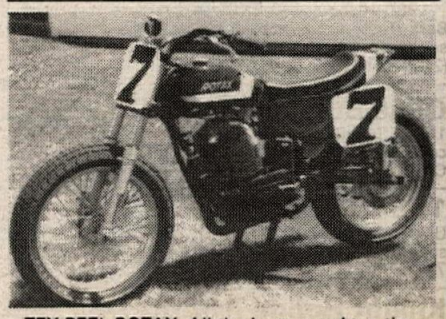

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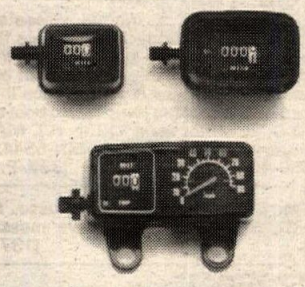

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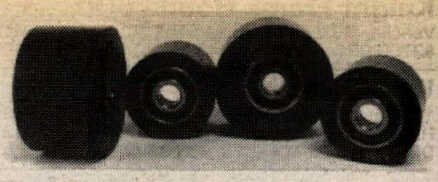

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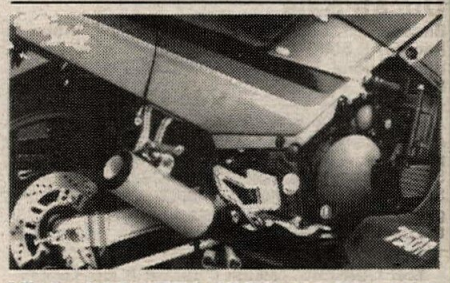

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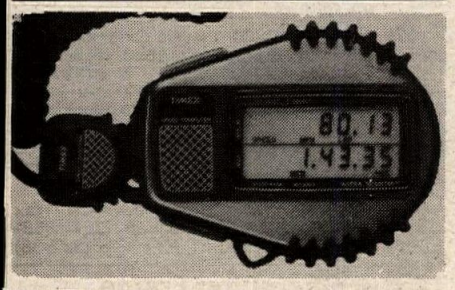

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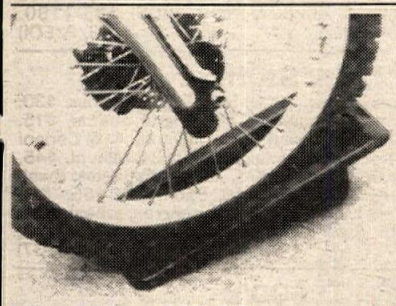

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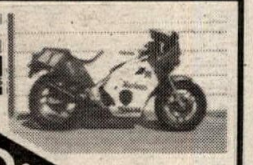

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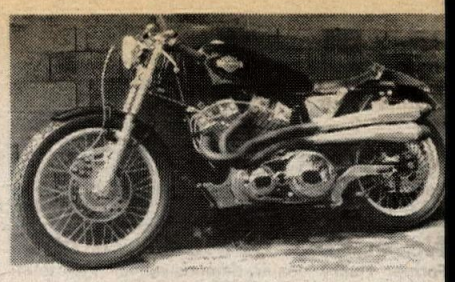

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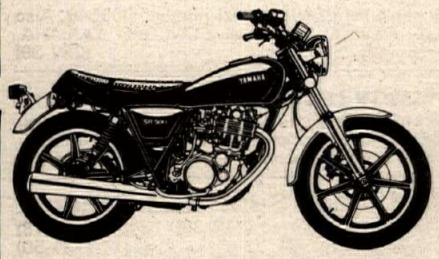

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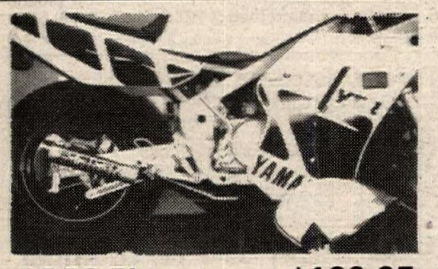

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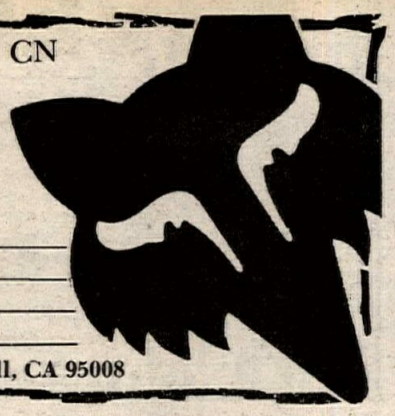

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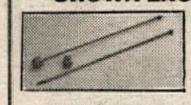

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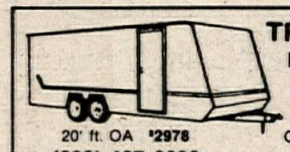

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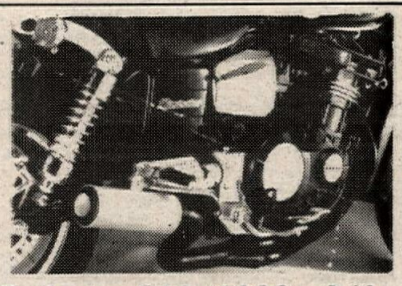

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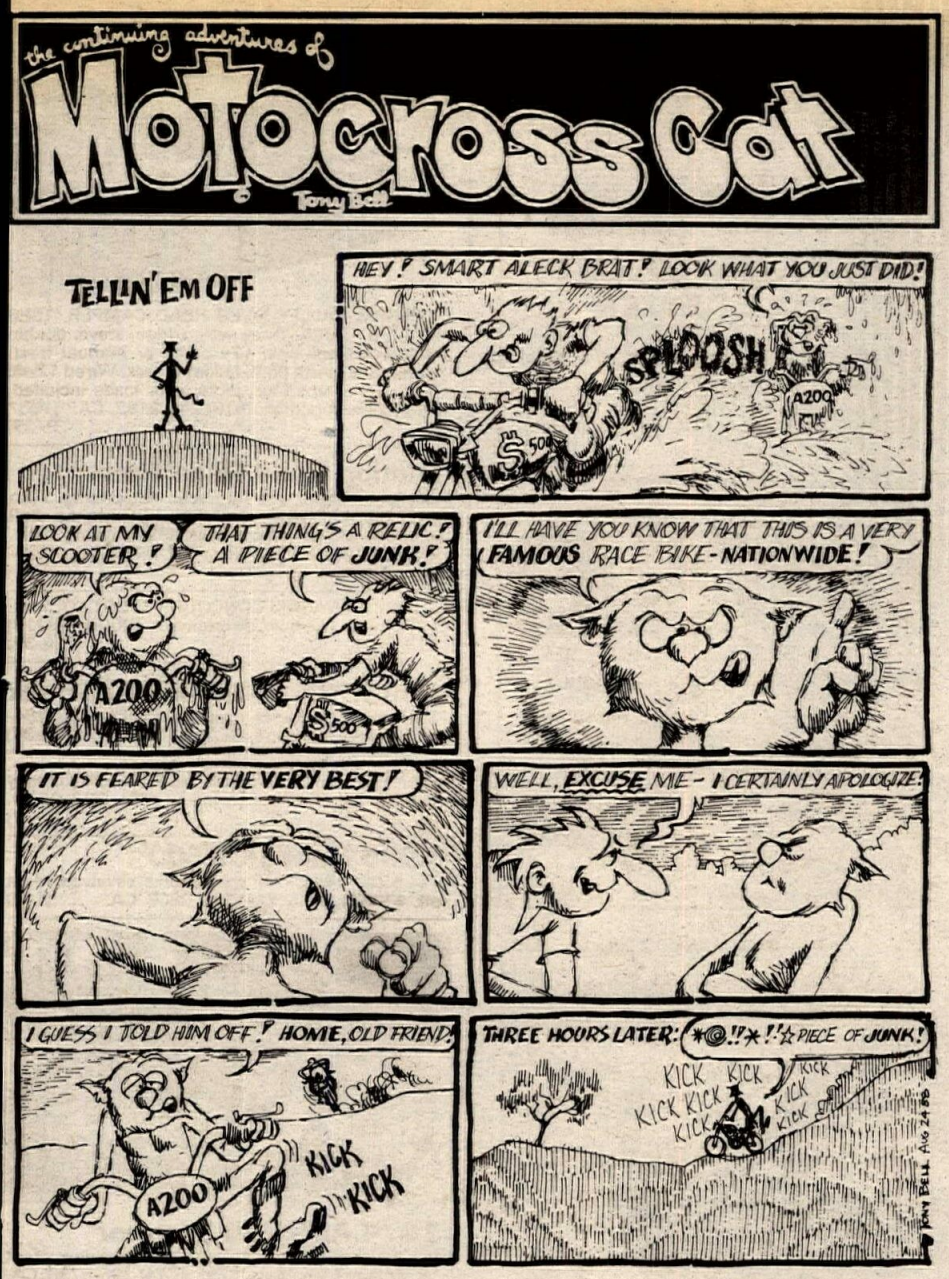

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Risk Price	KTM
Denis Boyle	Hon
VET JR	
Darryll House	Hon
Lyle Sweeter	Hon
Aldon Colby	Hon
Mark Fairfull	Hus
Phillip Hall	Yam
OT JR	
Ray Baum	Hon
80 INT	
Tony Amaradio	Yam
125 INT	
Luke Arcidiacono	Yam
500 INT	
Jimmy Odle	Hon
VET INT	
Robert Failing	Hon
Craig Breihan	Hon
Lee Amaradio	Yam
Rex White	Kaw
Karel Kramer	Hon
VET MSTR	
Tom Webb	Hon
Scot Harden KTM	
Bob Bland	Hon
Robert Dykman	Kaw
Mark McAdams	Hon
125 PRO	
Rich Taylor	Suz
Paul Cortez	Hon
Fred Willert	Hon
250 PRO	
Jim Chamberlain	Hon
Vince Warren	Hon
500 PRO	
Paul Krause	Kaw
VET PRO	
Marc Crosby	Yam
Vincent Deluca	Hon
Scot Harden	KTM
Dennis Middleton	
SR OPEN BEG	
Russell Perin	

Motocross
CRC 10th Annual IRC Tri-Race Series Point Standings
Palmdale, CA
By David Procida

80 BEG	
Scott Johnson	48
Armondo Overland	37
Tracy Asher	35
Ryan Lent	31
Mike Rust	16
80 NOV	
Donald UUpton	67
Terry Parsons	40
Owen Dickson	16
Danny Mosca	20
Ryan Taylor	6
80 INT	
Tony Sulek	72
Jacob Swain	30
Mike Metzger	20
VET INT	
Charlie Strong	91
Michael Rochester	83
Todd Peterson	75
Michael Robinson	32
Randy Anderson	30
VET NOV	
David Minnick	60
Bob Dunham	43
Don Gossett	38
Russ Hoffman	34
Mike Martin	30
VET BEG	
Victor Parker	60
David Gauthier	40
Robert Wyckoff	27
Richard Swihart	24
Rob Bevington	10
125 BEG	
Alex Baca	85
Hans Yeager	79
Chris Chavez	57
Anthony Radoumis	57
Casey Beets	53
Jeff Prevast	Suz
Doug Wentzell	Hon
Edward Childs	Yam
OPEN B	
Rick Wendelken	Hon
Lee Schmelyum	Hon
Don Mercilliot	Hon
Garland Hensley	Yam
Melvin Killmeyer	Hon
125 C G-2	
Kyle Dietrick	Kaw
John Kidd	Kaw
Michael Land	Hon
Larry Martin	Suz
Mark Angiola	Hon
250 A	
Rick Penney	Hon
Mike Ryan	Hon
Mike Harris	Hon
Donnie Melchoir	Kaw
Kurtis Barron	Yam
250 B	
Rodney Yentzer	Yam
Wallace Howery	Yam
Chris Taylor	Yam
Jeff Brown	Yam
Hastings Foote	Yam
250 C G-1	
Donny Morelock	Kaw
Melvin Wesley	Hon
Scott Saville	Hon
William Bowers	Kaw
Bill Inscho	Hon
S/S	
Mike LoPicolo	Hon
John Nelson	Yam
Richard Crawford	Kaw
Fred Rathert	KTM
Bob Coleman	Hon
SR B	
Clint Beck	Hon
Adam Polinboff	Hon
Ray McClarren	Hon
George Raymond	Kaw
Carter Mackiewicy	Hon
OPEN A	
Tim Schmelyum	Yam
William Runbles	Hon
Todd Harper	Hon
Jed Mercer	Yam
Claude Willett	Hon
80 12-13	
Ben Ricks	Yam
Tres Bruce	Kaw
Shawn Schultz	Kaw
Gary Denges	Yam
Alex Thacker	Kaw
80 14-15	
Billy Schlag	Kaw
Scott Campbell	Kaw
Chris Hall	Hon
Joey Leanell	Yam
K. C. Marohl	Hon
250 C-2	
Scott Strickler	Yam
Gary Lhomnedieu	Yam
Joe Dobrodey	Hon
Robert Hancasky	Hon
Joe Blevins	Kaw
25+	
Todd Stith	Kaw
Jedd Mercer	Yam
John Huston	Yam
Jim Tranantis	Hon
Robert Curtin	Hon

Results should be sent to Results Editor, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498, ASAP after the event. Follow the above style: List type of event, track name, city and state, date of event and your name. List the top five finishers and the brand of bike each rode. Please use a typewriter and double space, or print legibly.

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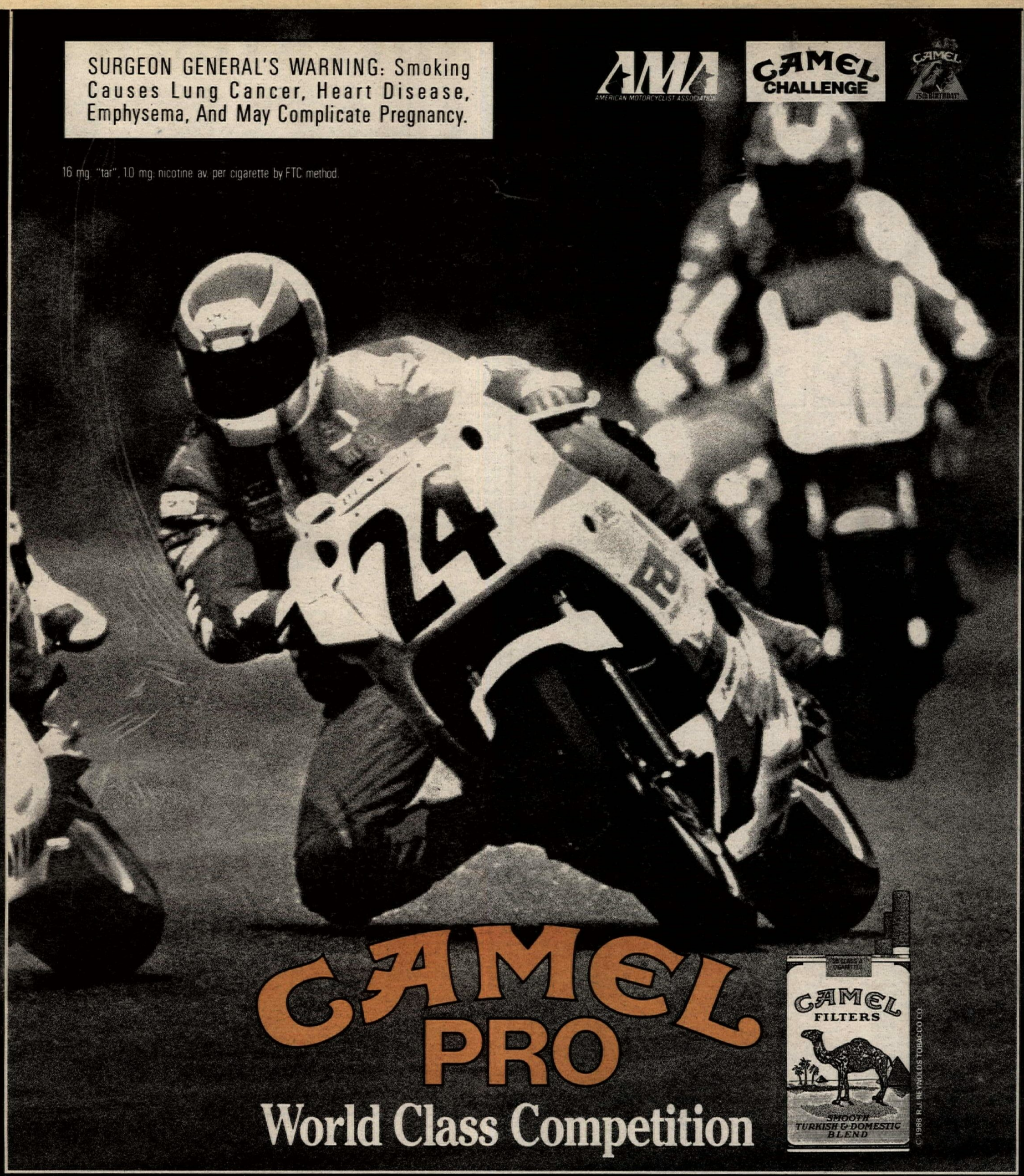

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